

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS
AND CANALS

For the Fiscal Year from April 1, 1919,
to March 31, 1920

Submitted in accordance with the provisions of the Revised Statutes of Canada 1916,
Chapter 35, Section 33

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OTTAWA

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PRINTER TO THE KING'S MOST EXCELLENT MAJESTY

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DOMINION OF CANADA

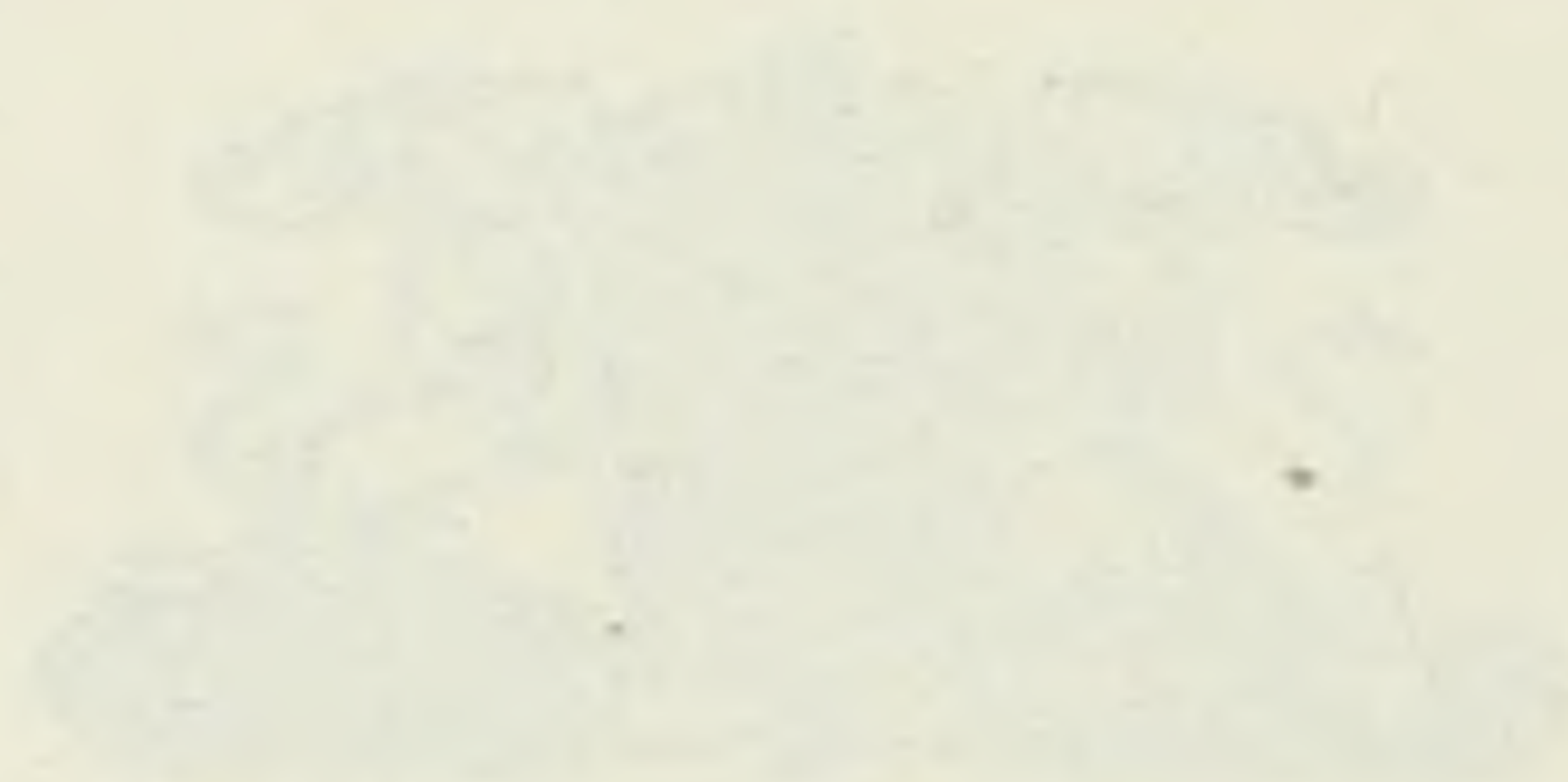
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*To His Excellency the Duke of Devonshire, K.G., P.C., G.C.M.G., G.C.V.O., etc., etc.,
Governor General and Commander in Chief of the Dominion of Canada*

MAY IT PLEASE YOUR EXCELLENCY:

The undersigned has the honour to present to Your Excellency the Annual Report of the Department of Railways and Canals, of the Dominion of Canada, for the fiscal year ending March 31, 1920

J. D. REID,
Minister of Railways and Canals.

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REPORT
OF THE
DEPUTY MINISTER OF RAILWAYS AND CANALS
FOR THE YEAR ENDING MARCH 31, 1920.

To the Hon. J. D. REID,
Minister of Railways and Canals.

SIR,—I have the honour to submit herewith the annual report of the Department of Railways and Canals for the fiscal year ending March 31, 1920.

As the fiscal year of the Canadian Northern Railway system is the calendar year, and the fiscal year of other Canadian Government lines does not end until March 31, the statements covering the operations of the Canadian National System for the year under review are obtained for purposes of comparison by combining the important features of the annual reports of the Canadian Northern and those of the officials of the original Government railways. Thus in all cases it should be borne in mind that Canadian Northern figures relate to the twelve months ending December 31, 1919, and figures and statements pertaining to the Intercolonial and Prince Edward Island Railway, the Transcontinental, and various branch lines have to do with the Government fiscal year ending March 31. As provided in chapter 13, 9-10 George V, the Canadian National Railway Act, 1919, this divergence in years is now a thing of the past and in future the fiscal year in respect of Canadian Government railways will correspond with that of the Canadian Northern, and the fiscal year of all Canadian National roads will end on December 31 in common with the business year of most private concerns.

OPERATING MILEAGES

The mileage of Canadian National Railways operated during the year was 13,945.97, made up as follows:—

Canadian Northern Railway system.. . . .	9,685.7
Canadian Government lines.. . . .	4,260.27
Canadian National system.....	13,945.97

Of the Canadian Northern mileage, the company owns 9,183.1, including 126.2 miles of electric lines in Ontario; 155.3 miles are operated on joint running rights; 347.3 miles are leased, and 216.4 miles are located in the state of Minnesota.

The other Canadian Government mileage is computed as follows:—

Intercolonial Railway.. . . .	1,563.81
Prince Edward Island Railway.. . . .	276.29
National Transcontinental Railway.. . . .	2,006.58
International Railway.. . . .	105.73
Moncton and Buctouche Railway.. . . .	29.93
Salisbury and Albert Railway.. . . .	44.77
Elgin and Havelock Railway.. . . .	26.11
St. Martin's Railway.. . . .	28.73
York and Carleton Railway.. . . .	6.25
St. John and Quebec Railway.. . . .	172.07
	4,260.27

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Included in the Transcontinental mileage is the Lake Superior Branch of the Grand Trunk Pacific, 196.69, which was leased by the Government when it found itself obliged to operate the Transcontinental, from which line the Lake Superior branch debouches. The St. John and Quebec Railway also is under a 99-year lease. Included in the mileage of this latter road are 13.96 miles of Canadian Pacific Railway into St. John over which running rights have been secured.

Included in the Intercolonial mileage is the New Brunswick and Prince Edward Island Railway, 36.05 miles, and the Vale Road, 5.95 miles. The purchase of the former was formally completed during the year, the purchase price being \$270,000. This road supplies the connection between the Intercolonial main line at Sackville and the Prince Edward Island Car Ferry at Cape Tormentine.

The International Railway of New Brunswick also became the property of the Government during the year on the expiration of the five-year rental period. The consideration was \$2,700,000.

The Vale Railway, a short line connecting the coal mines at Thorburn, N.S., with the Intercolonial Railway at New Glasgow, is being operated under a 10-year lease from May 1, 1915, with the option of purchase for \$30,000 at any time during the leasehold period.

In addition to the above list of branch and leased lines mention should be made of the following Government railway properties:—

The Quebec and Saguenay Railway, from Cap Tourmente, P.Q., to Murray Bay wharf, 55 miles, and from that point to Nairn Falls, 7.3 miles, a total distance of 62.3 miles. This road not being finally completed is still being operated by the contractors.

The Windsor Branch Railway, from Windsor Junction on the Intercolonial to Windsor, N.S., is under a 99-year lease to the Canadian Pacific Railway since January 1, 1914, at an annual rental of \$22,500. It is 32 miles in length and supplies the connection with the Dominion Atlantic Railway.

A bi-monthly mixed service was given on the Hudson Bay Railway from Le Pas to Mile 214.

EARNINGS, EXPENDITURE AND DEFICIT

The combined revenue of the Canadian National System increased from \$85,511,341.20 to \$96,782,749.81 during the twelve months, but during the same period the expenditure increased from \$89,785,679.78 to \$109,276,046.01, leaving a deficit of \$12,493,296.20, an increase of \$8,218,957.62 over the preceding year. To this should be added Canadian Northern interest charges of \$19,969,710.36 which it was not possible to meet out of earnings, making the total deficit of the Canadian National System \$32,463,006.56 for the year. This, however, does not represent the sum total deficit on railway operation which had to be met by the Government during the year, as the Minister of Railways, as receiver of the Grand Trunk Pacific system, was also obliged to provide for an operating deficit there of \$5,555,518, as well as \$8,524,424 for fixed charges, a net loss of \$14,079,942, which, added to the deficit on Canadian National lines, gives a grand total deficiency of \$46,542,948.56 in the year's operation of roads under Government control.

The following two tables are self-explanatory. In the first, the business of the year under review is contrasted with the previous year, and in the second the revenue and expenditure, as well as deficit, are apportioned among the various roads comprising the Canadian National System.

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CANADIAN NATIONAL RAILWAYS.

Revenue	Canadian Government Railways year ending Mar. 31, 1920	Canadian Northern Railway System year ending Dec. 31, 1919	Grand Total.	Increase over preced- ing year	Per cent of Increase
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
Passenger traffic.....	11,684,380 27	10,775,708 46	22,460,088 73	5,752,464 58	0.344
Freight traffic.....	25,546,867 96	39,175,552 09	64,722,420 05	633,009 24	0.01
Mails and express.....	1,719,075 28	1,588,902 18	3,307,977 46	854,406 32	0.348
Miscellaneous.....	1,887,163 87	3,813,767 45	5,700,931 32	3,979,163 05	3.311
Ocean traffic.....	591,332 25	.....	591,332 25	52,365 42	0.097
Total revenue.....	†41,428,819 63	55,353,930 18	96,782,749 81	11,271,408 61	0.132
<i>Expenditure.</i>					
Maintenance of way structures.....	12,385,730 82	15,905,058 62	28,290,789 44	8,972,780 80	0.464
Maintenance of equipment.....	8,658,560 75	11,569,896 52	20,228,457 27	3,859,289 47	0.236
Traffic expenditure.....	545,056 32	1,031,282 13	1,576,338 45	261,066 71	0.198
Transportation expenditure.....	24,171,756 26	29,002,877 63	53,174,633 89	6,050,297 27	0.128
Miscellaneous expenditure.....	935,702 70	958,449 37	1,894,152 07	675,709 99	0.554
General expenditure.....	748,363 35	1,566,459 65	2,314,823 00	401,278 09	0.210
Total.....	†47,445,170 20	60,034,023 92	107,479,194 12	20,220,422 33	0.232
Hire of equipment.....	776,297 93	1,020,553 96	1,796,851 89	*730,056 10	*0.289
Taxes, rentals, joint facilities.....					
Total.....	†48,221,468 13	61,054,577 88	109,276,046 01	19,490,366 23	0.221
<i>Summary.</i>					
Revenue.....	41,428,819 63	55,353,930 18	96,782,749 81	11,271,408 61	0.132
Expenditure.....	48,221,468 13	61,054,577 88	109,276,046 01	19,490,366 23	0.217
Deficit.....	†6,792,648 50	5,700,647 70	12,493,296 20	8,218,957 62	0.729

*Decrease.

†Includes St. John and Quebec Railway.

SUMMARY OF REVENUE AND EXPENDITURE

	Revenue	Expenditure	Deficit
	\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway, including the New Brunswick and Prince Edward Island Railway.....	28,356,584 86	30,697,723 74	2,341,138 88
Prince Edward Island Railway.....	921,456 52	1,543,853 45	622,401 93
International Railway.....	176,916 92	496,742 39	319,825 47
Transcontinental Railway—Eastern lines (Moncton—O'Brien).....	5,029,971 14	7,057,308 90	2,027,337 76
Transcontinental Railway—Western lines (O'Brien—Winnipeg).....	6,617,110 97	7,575,142 81	958,031 84
Moncton and Buctouche Railway.....	50,340 54	116,720 28	66,379 74
Elgin and Havelock Railway.....	22,388 82	63,961 72	41,572 90
St. Martins Railway.....	17,696 24	72,483 52	54,787 28
Salisbury and Albert Railway.....	59,549 16	153,403 32	93,854 16
York and Carleton Railway.....	9,111 15	29,755 99	20,644 84
St. John and Quebec Railway.....	167,693 31	414,367 01	246,673 70
Canadian Northern Railway.....	41,428,819 63	48,221,468 13	6,792,648 50
	55,353,930 18	61,054,577 88	5,700,647 70
	96,782,749 81	109,276,046 01	12,493,296 20
Add interest charges, Canadian Northern Railway.....	19,969,710 36
Total deficit Canadian National System.....	32,463,006 56

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OPERATING RESULTS

During the year 1,749,221 more passengers were carried than during 1918-19. The resultant increase in revenue was \$5,752,464.58. On the other hand there was an increase in transportation expenses of \$6,050,297.27.

There was a falling-off in freight movement following the cessation of the shipment of munitions and war supplies and the return of traffic to normal lines. This was particularly felt on Canadian Government lines leading to the seaboard, where the decrease was 2,728,733 tons. In addition the Canadian Northern carried 850,327 tons less than in 1918. Had the tonnage of the previous year been maintained it would have made a difference of \$9,735,054 in the revenue, which practically would have taken care of the operating deficit of \$9,813,183.

The operating revenue increased 11.08 per cent during the year, but operating expenses increased 23.17 in the same period. It is satisfactory, however, to note that the bulk of this increase is in connection with maintenance of way and structures and maintenance of equipment, indicating that much of the increased outlay is going into the improvement of Canadian National property.

COMPARATIVE SUMMARY OF OPERATING RESULTS.

	1919-20	1918-19	Increase.
<i>Operating Revenue—</i>			
	\$ cts.	\$ cts.	\$ cts.
Canadian Northern.....	53,562,177 57	47,310,011 91	6,252,165 66
Canadian Government.....	41,428,819 63	38,201,329 29	3,227,490 34
Canadian National.....	94,990,997 20	85,511,341 20	9,479,656 00
<i>Source thereof—</i>			
Passenger.....	22,460,088 73	16,707,624 15	5,752,464 58
Freight.....	64,722,420 05	64,089,410 81	633,009 24
Mails and express.....	3,303,647 19	2,453,571 14	850,076 05
Miscellaneous.....	4,504,841 23	2,260,735 10	2,244,106 13
<i>Operating expenses—</i>			
Canadian Northern.....	60,034,023 92	44,062,949 94	15,971,073 98
Canadian Government.....	47,445,170 20	43,195,821 05	4,249 349 15
Canadian National.....	107,479,194 12	87,258,770 99	20,220,423 13
<i>Distribution—</i>			
Maintenance of way and structures.....	28,290,789 44	19,318,008 64	8,972,780 80
Maintenance of equipment.....	20,228,457 27	16,369,167 80	3,859,289 47
Traffic expenditure.....	1,576,338 45	1,315,271 74	261,066 71
Transportation expenditure.....	53,174,633 89	47,124,336 62	6,050,297 27
Miscellaneous expenditure.....	1,894,152 07	1,218,442 08	675,709 99
General expenditure.....	2,314,823 00	1,913,544 91	401,278 09
<i>Net deficit—</i>			
Canadian Northern.....	6,471,846 35 *	3,247,061 97	9,718,908 32
Canadian Government.....	6,016,350 57	5,922,075 23	1,094,275 34
Canadian National.....	12,488,196 95	2,675,013 26	9,813,183 69

*Surplus of net earnings.

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TRAFFIC STATISTICS.

	1919-20	1918-19	Increase
<i>Passengers carried—</i>			
Canadian Northern.....	4,925 547	4,114,965	810,582
Canadian Government.....	7,031,704	6,093,065	938,641
Canadian National.....	11,957,251	10,208,030	1,749,221
<i>Freight carried—</i>	Tons.	Tons.	Decrease.
Canadian Northern.....	12,439,314	13,289,641	850,327
Canadian Government.....	11,359,600	14,088,337	2,728,733
Canadian National.....	23,798,914	27,377,978	3,579,064
<i>Earnings per mile—</i>	\$ cts.	\$ cts.	\$ cts.
			Increase.
Canadian Northern.....	5,558 55	5,005 29	553 26
Canadian Government.....	9,793 66	9,022 25	771 41
Canadian National.....	6,848 77	6,257 32	591 45
<i>Expenses per mile—</i>			Increase.
Canadian Northern.....	6,230 18	4,661 76	1,568 42
Canadian Government.....	11,205 75	10,252 98	1,052 77
Canadian National.....	7,747 59	6,385 19	1,362 40

WAGE INCREASES

The greatest single factor contributing to the exceptional increase in expenditure during the year, and in fact during the past several years, has been the heavy increases in the wages of railway workers without commensurate increases in the rates or volume of business. This is shown in the following table of pay-rolls:—

	1917-18	1918-19	1919-20
Canadian Northern.. . . .	\$20,871,397	\$29,269,906	\$41,620,133
Canadian Government.. . . .	19,734,773	27,982,189	31,946,903
Canadian National.. . . .	\$40,606,170	\$57,252,095	\$73,567,036

Out of every dollar earned in 1917-18, 59 cents were paid in wages. In 1918-19 the proportion was 67 cents, and in 1919-20 it had grown to 76 cents.

Analysis of the figures indicates also that the increase in operating expenses during the year of \$20,220,432, \$16,314,941, or 80 per cent, was attributable to increased labour costs. There is indicated as well the fact that during the past three years the pay-roll increases amounted to \$32,960,866, while the total increase in operating expenses during the same period was \$40,052,081, and of operating revenue, \$26,280,018. In other words the increase in wages during the three years referred to was 82.29 per cent of the increase in operating expenditure and 125 per cent as contrasted with the increase of operating revenue.

With the return of the troops the labour situation was relieved and it was possible to overtake deferred maintenance. This, of course, meant increase of staff. The average number of employees on the roads now forming the Canadian National System was 43,098 in 1917-18 when the average wage paid was \$942.18. In 1918-19 the number employed was 47,809 and the average wage was \$1,197.52. In 1919-20 the employees numbered 54,968 and the average wage had grown to \$1,338.36. The increase in average number of employees in 1918-19 over 1917-18 was 11.15 per cent; in wages 41 per cent. The increase in employees this last year over 1918-19 was 12.64 per cent; in wages 28.85 per cent. The total increase of 1919-20 over 1917-18 in the number of employees was 27.54 per cent, while in wages paid the total increase was 81 per cent.

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OPERATION OF BRANCH LINES

Examination of the earnings and expenses of individual railways composing the Canadian National System indicates the heavy expense involved in the operation of certain branch lines. When a branch line is taken over by the Government through rates at once apply and earnings correspondingly decrease. At the same time standard wages are payable, which increases expenditure. In addition some of these properties came into the hands of the Government in a run-down condition, involving heavy outlay. Thus it happens that the bringing of these lines up to Canadian Government branch lines standard usually involves heavy outlay and the expense of operation and maintenance is very high in comparison with earnings, it costing two, three and even four dollars to earn one, as will be seen by the following tables:—

EARNINGS AND EXPENSES PER MILE INDIVIDUAL RAILWAYS.

	1919-20		1918-19	
	Earnings	Expenses	Earnings	Expenses
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Canadian Northern.....	5,558 55	6,230 18	5,005 29	4,661 76
Intercolonial Railway.....	17,754 88	19,343 74	16,559 80	17,710 34
Prince Edward Island Railway.....	3,335 11	5,587 82	2,683 83	5,759 52
International Railway.....	1,673 29	4,698 22	1,833 92	4,978 34
National Transcontinental Railway.....	5,804 44	7,292 23	5,188 69	6,492 28
Moncton and Buctouche Railway.....	1,681 94	3,899 78	1,089 55	2,256 42
Elgin and Havelock.....	857 48	2,449 70	515 02	1,851 53
St. Martin's Railway.....	615 95	2,522 92	581 07	1,598 71
York and Carleton Railway.....	1,457 79	4,760 96	1,112 70	3,585 45
Salisbury and Albert Railway.....	1,330 11	3,426 48	993 34	2,143 57
St. John & Quebec Railway.....	965 51	1,979 92	896 78	1,601 08

EXPENSES PER TRAIN PER MILE.

	1917-18	1918-19	1919-20
	\$ cts.	\$ cts.	\$ cts.
Canadian Northern.....	1 98	2 65	3 36
Canadian Government.....	2 63	3 44	3 91
Intercolonial.....	2 46	3 27	3 75
Prince Edward Island Railway.....	2 69	4 86	3 93
International Railway.....	2 49	3 27	3 88
National Transcontinental.....	3 04	3 75	4 28
Moncton and Buctouche.....		4 11	5 81
Elgin and Havelock Railway.....		4 33	3 79
St. Martin's Railway.....		2 98	4 18
York and Carleton Railway.....		3 52	3 99
Salisbury and Albert Railway.....		3 33	3 77
St. John and Quebec Railway.....	1 86	2 42	2 93

Operating Ratio	1919-20	1918-19	Increase
Canadian Northern.....	112.08	93.14	18.94
Canadian Government.....	114.52	113.07	1.45
Canadian National.....	113.14	102.05	11.09
Intercolonial.....	108.95	106.95	2.00
Prince Edward Island Railway.....	167.55	214.60	-47.15
International Railway.....	280.78	271.46	9.32
National Transcontinental Railway.....	125.63	125.12	0.51
Moncton and Buctouche Railway.....	231.86	209.85	22.01
Elgin and Havelock Railway.....	285.69	359.51	-73.82
St. Martin's Railway.....	409.60	275.13	134.47
York and Carleton Railway.....	326.59	322.23	4.36
Salisbury and Albert Railway.....	257.61	215.79	41.82
St. John and Quebec Railway.....	205.07	178.54	26.53

- Decrease

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DOUBLE TRACKING OF MAIN LINE

The operated mileage of second main line was 84.95 miles. The following double tracking of main line is under way:—

Truro to Belmont.. . . .	12.4 miles
Springhill Junction to Maccan.. . . .	9.2 "
Bagot to Ste. Rosalie.. . . .	10.9 "
Mileage 108.2 to 112.9 Chaudière subdivision.. . . .	4.7 "
Total.. . . .	<u>37.2 miles</u>

The construction of a new connection 2.7 miles in length from mile 7.4 on the Intercolonial Railway to the main line of the Intercolonial at Moffat station makes a saving in track mileage to maintain of 4.7 miles.

On the St. John and Quebec Railway construction of the extension from Gagetown to Westfield Beach, 37.76 miles in length, was completed and taken over for operation. An arrangement was made with the Canadian Pacific for the operation of trains between Westfield Beach and St. John, a distance of 13.95 miles.

Progress was made in the laying of a third rail on the Prince Edward Island Railway, 61 miles of which is now of standard gauge while at the same time accommodating narrow-gauge rolling stock. Forty miles of third rail were laid during the year.

SUMMARY OF EQUIPMENT

<i>Locomotives—</i>	1918-19	1919-20
Canadian Northern.. . . .	788	850
Canadian Government.. . . .	793	802
Canadian National.. . . .	<u>1,581</u>	<u>1,652</u>
<i>Passenger train cars—</i>		
Canadian Northern.. . . .	787	968
Canadian Government.. . . .	770	751*
Canadian National.. . . .	<u>1,557</u>	<u>1,719</u>
<i>Freight cars—</i>		
Canadian Northern.. . . .	32,254	37,895
Canadian Government.. . . .	27,305	28,180
Canadian National.. . . .	<u>59,559</u>	<u>66,075</u>
<i>Work cars—</i>		
Canadian Northern.. . . .	1,701	1,801
Canadian Government.. . . .	765	882
Canadian National.. . . .	<u>2,466</u>	<u>2,683</u>

* 27 business cars now classified as work cars.

HUDSON BAY RAILWAY

The total expenditure for Hudson Bay Railway construction (year 1919-20) was \$6,504.84, composed chiefly of payment for services of J. W. Porter, Chief Engineer, and small accounts previous to the date of passing under the control of the Canadian National Railways. The total credits for the year amount to \$253,658.51, of which the largest item was a cheque from the Canadian National Railways for ties, timber and telegraph materials.

The net amount expended on the Port Nelson Terminals was \$11,545.19, being almost wholly for salaries of employees engaged in looking after plant and material following the suspension of construction operations.

HUDSON BAY RAILWAY OPERATION

On April 23, 1919, the road was taken over for operation by Canadian National Railways, since which date a bi-monthly mixed service has been given between Le Pas and Mile 214. Details of revenue and expenditure for the year ending December 31, 1919, are as follows:—

REVENUES

No. 101—Freight.. . . .	\$26,100 33
102—Passenger.. . . .	8,105 75
111—Special service trains.. . . .	200 00
Total revenues.. . . .	<u>\$34,406 08</u>

EXPENSES

Maintenance of Way and Structures—

No. 201—Superintendence.. . . .	\$ 3,024 62
208—Bridges and culverts.. . . .	6,625 55
212—Ties.. . . .	1,026 47
220—Tracklaying.. . . .	12,148 18
231—Water stations.. . . .	50 00
247—Telegraph maintenance.. . . .	751 18
269—Roadway machines.. . . .	5 30
271—Small tools and supplies.. . . .	70 19
272—Removal snow, sand and ice.. . . .	224 65
Total.. . . .	<u>\$23,926 14</u>

Maintenance of Equipment—

No. 301—Superintendence.. . . .	\$ 449 09
302—Shop machines.. . . .	25 23
308—Repairs to locomotives.. . . .	5,167 89
314— “ freight equipment.. . . .	111 15
326— “ work equipment.. . . .	3 40
335—Other expenses.. . . .	539 50
	<u>\$ 6,296 26</u>

Transportation—

No. 371—Superintendence.. . . .	\$ 23 90
373—Station employees.. . . .	2,950 08
376—Station expenses.. . . .	221 74
392—Train enginemen.. . . .	3,765 00
394—Fuel for locomotives.. . . .	6,426 59
397—Water for locomotives.. . . .	2,252 92
398—Lubricants for locomotives.. . . .	310 18
399—Other supplies.. . . .	54 29
400—Enginehouse expenses.. . . .	3,569 98
401—Trainmen.. . . .	5,576 65
402—Train supplies and expenses.. . . .	72 66
406—Drawbridge operation.. . . .	436 50
410—Stationery.. . . .	91 45
	<u>\$25,751 94</u>

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Total maintenance of way and structures..	\$23,926 14
“ “ equipment..	6,296 26
“ transportation..	25,751 94
	<hr/>
	\$55,974 34
Total revenues..	\$34,406 08
“ expenses..	55,974 34
	<hr/>
Loss for year 1919..	\$21,568 26
	<hr/>

CANAL PROGRESS

The report of the chief engineer of the Department of Railways and Canals summarizes the repairs and improvements effected on the various canals and canalized waters of the Dominion during the year. It also records the progress made on the Welland Ship canal on the four sections which were placed under contract before the war, work on which was discontinued in 1917, and resumed during the season of 1919. During the past fiscal year labour troubles have been almost continuous, with the result that progress on the work has been much less satisfactory than could have been desired.

The Port Colborne elevator, which was destroyed by an explosion of dust on August 9, 1919, when ten lives were lost, is in process of restoration and will, it is expected, be in a position to handle its share of the coming harvest. It is hoped to include in the next annual report the complete report of the commission which has been in charge of the reconstruction of the elevator.

Substantial progress has been made on construction of the Trent canal, it now being possible for motor launches to make the passage from lake Ontario to Georgian bay, and vice versa, by the use of two inclined marine railways at Big Chute and Swifts rapids. This possibility is rapidly attracting the attention of tourists.

Some attention has been given to the question of the ultimate enlargement of the St. Lawrence canals and the chief engineer is endeavouring to reach an agreement with a United States engineer who has been appointed by that Government to prepare plans for such an undertaking in the hope of submitting a joint report to the International Joint Commission, to whom this undertaking has been referred.

COMMISSIONER OF HIGHWAYS

The Canada Highways Act, assented to on July 7, 1919, which provides for federal aid to the extent of \$20,000,000 in the construction of highways during the next five years, is administered by this department, through a commissioner, Mr. A. W. Campbell, M.E.I.C. An Honorary Advisory Council, consisting of Mr. C. A. Magrath, John P. Mullarkey and R. Home Smith, was appointed to assist in the development of policy to be followed in the organization of the necessary staff, and the Minister of Railways and Canals is chairman of such council.

An effort is being made to secure a correlated system of main and market roads which, when finally completed, shall form, as far as possible, a general system of inter-provincial highways. After the regulations had been promulgated the different provinces undertook the preparation of the necessary programme maps, none of which were completed prior to the close of the fiscal year; though shortly afterwards they were filed and approved and much work accomplished during the season, details of which will appear in the next annual report.

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STATEMENT OF DEPARTMENTAL ACCOUNTANT

The statement of the accountant shows a grand total expenditure by the department of \$1,137,241,578.52 to date.

Grand total expenditure on railways.. . . .	\$ 951,008,438 13
Grand total expenditure on canals.. . . .	178,427,952 67
Common to both railways and canals.. . . .	7,805,187 72
	<hr/>
	\$1,137,241,578 52
The grand total of revenue from railways to date is.. . . .	355,052,042 39
Grand total of revenue from canals.. . . .	17,909,987 46
	<hr/>
	\$ 372,962,029 85

The expenditure on Government Railways during the year amounted to \$60,505,230.49, of which \$11,592,267.35 was chargeable to capital, \$709,753.28 to income, and \$48,194,709.86 to revenue.

On capital account, \$4,337,512.44 was spent on the Intercolonial Railway, \$1,569,903.89 on the Transcontinental, \$803,384.63 on the Quebec and Saguenay, and \$1,587,769.31 on miscellaneous railway equipment. It also includes \$2,676,901.05, purchase price of the International Railway of New Brunswick, \$48,750 on account of the purchase of the St. Martins Railway, and \$13,500 on account of the purchase of the York and Carleton Railway.

Of income expenditure, \$242,341.89 was on account of the Dominion Railway Board; \$77,894.82 on surveys and inspections; \$8,763.98, Commissioner of Highways; \$12,359.74, Railway Grade Crossing Fund; and \$14,930.55, expenses in connection with the acquisition of the Grand Trunk and associated systems.

Expenditures on revenue account have already been exhaustively dealt with.

On canals, there was spent during the year \$6,995,152.94, as against \$3,781,508.70 last year. Of this sum \$4,579,565.22 was on account of capital, \$798,112.71 on account of income, and \$1,617,475.01 on account of revenue.

On capital account \$3,517,590.71 was on Welland Ship canal construction and \$1,052,310.96 on construction of the Trent canal.

Expenditure chargeable to income was \$798,112.71, as against \$137,604.37 last year. This is accounted for by extraordinary repairs, such as the reconstruction of the Port Colborne elevator, destroyed by an explosion of grain dust, and the over-taking of work which, as far as possible, was postponed during the war period.

Chargeable to revenue there was an expenditure of \$1,617,475.01, of which \$860,562.56 was for staff and \$756,912.45 for ordinary repairs. The increase in this for the year was \$28,947.93, fairly evenly divided between the two items.

The accountant's report includes a number of interesting cumulative statements showing expenditures of the department since Confederation, not only by the year, but by the various undertakings from year to year. The amount expended to date on the Welland Ship canal is \$20,033,219.16; on the Hudson Bay railway, \$20,560,836.69; on final completion of Quebec bridge, \$22,616,017.66; on Government Railways, capital \$479,956,930.54, income \$5,540,774.52, revenue \$389,119,264.98; and on railway subsidies to date, \$76,391,471.09. Subsidies paid during the last fiscal year amounted to \$334,845.55, of which the Edmonton, Dunvegan and British Columbia Railway received \$213,179.64, and the St. John and Quebec Railway Company \$121,665.91.

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

As the Dominion Railway Board publishes a very full and complete report, it is no longer considered necessary to deal with it in the annual report of this department.

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CANAL AND RAILWAY STATISTICS

A table showing the principal features of the canal traffic during the season of 1919, as compared with 1918, is appended to the chief engineer's report, and certain cumulative statements as to revenue and expenditure on both railways and canals form part of the report of the departmental accountant, but complete canal statistics, as well as statistics reported by the various railway companies of Canada are compiled by the Transportation Division of the Dominion Bureau of Statistics and issued as a separate report.

I have the honour to be, sir,

Your obedient servant,

G. A. BELL,
Deputy Minister.

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CANADIAN NORTHERN RAILWAY SYSTEM

The Fifth Annual Report of the directors of the Canadian Northern Railway System, covering the operation of the road for the year ending December 31, 1919, is submitted by President D. B. Hanna, as follows:—

Gross earnings—		
From passenger traffic..	\$10,775,708 46	
From freight traffic..	39,175,552 09	
From express, mail and telegraphs.. . . .	1,588,902 18	
Miscellaneous earnings..	2,022,014 84	
	<hr/>	
	\$53,562,177 57	
Interest and profits from elevator and other subsidiary companies, investments, etc..	1,791,752 61	
	<hr/>	\$55,353,930 18
Working expenses..	\$60,034,023 92	
Hire of equipment, taxes, rentals and miscellaneous charges..	1,020,553 96	
	<hr/>	\$61,054,577 88
Deficit..		\$ 5,700,647 70
Interest charges..		19,969,710 36
		<hr/>
Total deficit..		\$25,670,358 06

MILEAGE

The total mileage operated at the end of the year was 9,685.7, compared with 9,566.5 at the end of 1918, being an increase of 119.2 miles. The average mileage in operation throughout the year was 9,636.9 miles.

OPERATING REVENUES

Operating revenues for the year 1919 increased by \$6,252,165.66 over the previous 12 months, or 13.33 per cent. The increases were derived from—

Passenger traffic..	\$2,951,264 02—37.72%
Freight traffic..	2,439,682 63— 6.64%
Other..	861,219 01—31.32%

TRAFFIC MOVEMENT

The increase in passenger earnings in the year 1919 as compared with the previous year is due in part to the removal of restrictions on travel applicable to war time traffic, augmented by the movement of troops for demobilization.

As a result of the cessation of activities dependent on the war and the consequent cancellation of Government orders for munitions, foodstuffs, etc., a decline in business took place in the first half of the year. This was inevitable in a period of transition from war to peace. The loss in freight tonnage from January 1 to the end of July was one and a half million tons, after which the tonnage showed an increase over 1918 to the extent that by the end of the year the net loss in tonnage was cut down to 850,327 tons. A gratifying feature of the situation is the additional long haul business which is indicated by the increase of 23 miles in the average distance each ton of freight was hauled.

While movements of live stock, lumber and building material show gains over last year, the declines in grain, coal and miscellaneous traffic more than offset these gains, resulting in loss of tonnage already mentioned as compared with 1918. The decline in coal traffic is due to the loss of shipments from Drumheller, Cardiff and Wayne during June, July and August, caused by the strike of the miners in the Alberta coal fields.

OPERATING EXPENSES.

The increase of \$15,971,073.98 in operating expenses is nearly all due to higher wages. The general large increases in rates of pay granted during 1918 under the

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McAdoo series of advances which were reflected only in part in the operating expenses for the year ended December 31, 1918, show their full effect in this year's figures, and the total is increased by the effect of additional supplements issued during 1919 by the United States Railroad Administration and which, under arrangement between the Canadian Railway War Board and the Dominion Government, have been applied to the wages of railway employees in Canada. The total increase in expenses due to wages for the year was \$12,350,226.60 or 77.31 per cent of the total increase of operating expenses.

The deficit of \$5,700,647.70 is after crediting miscellaneous earnings and charging deductions from income. The actual operating deficit for the year is \$6,471,846.35 (see p. 22), as against net earnings of \$3,247,061.97 for 1918 and net earnings of \$7,443,369.41 for 1917. This loss between 1917 and 1919 of nearly fourteen million dollars in net earnings is a direct reflection of the improper relation existing between earnings and operating expenses. During these two years the abnormally large wage increases more than represent the loss in net earnings, as the following comparison of pay-roll totals shows:—

Total pay-roll for the year:—

1917..	\$20,871,397
1918..	\$29,269,906
Increase per cent..	40.24
1919..	\$41,620,133
Increase per cent..	42.19

It is of interest to note that for every dollar earned in the last year the railway had to pay out over 75 cents in wages.

As all elements of the railway's expenses enter into the production of transportation in the shape of train miles, the increase in the cost of running a train one mile tells better than any other unit the story of the railway's inability to make ends meet under conditions such as have existed in the past two years. When the large increases in the cost of materials and supplies are also considered, the difficulties of the situation will be more fully appreciated. The cost of running a train one mile increased from \$1.98 in 1917 to \$2.65 in 1918 and to \$3.36 in 1919, the latter figure being an increase of 27 per cent over 1918 and 70 per cent over the cost in 1917. Gross earnings per mile of line increased from \$4,396 in 1917 to \$5,005 in 1918 and to \$5,558 in 1919, the 1919 gross per mile being only 10 per cent over 1918 and 25 per cent over 1917. Under these conditions and with less than 1 per cent increase in train service, the net result for the last two years has been to convert net earnings of \$789.08 per mile of line in 1917 and \$343.53 in 1918 to a deficit of \$671.63 per mile for the year ended December 31, 1919. This change in the net earnings situation is entirely due to the conditions referred to in the preceding paragraphs.

In comparing the train mile expenses for the last three years, the higher percentage of expense devoted to maintenance particularly in 1919 is worth noting, as indicating that a larger percentage of the expenses is going towards the improvement of the roadway, structures and rolling stock.

The cessation of hostilities having appreciably relieved the labour situation, your company was enabled during 1919 to commence on the work of overtaking considerable maintenance of roadway, structures and equipment work which (as referred to in previous reports) had been unavoidably deferred by war conditions. The amount of money spent on deferred maintenance throughout the year is estimated at over \$4,500,000, which is included in operating expenses for the year.

The increase in revenue which higher rates were expected to bring has been greatly cut down by the falling off in tonnage of certain commodities as compared with 1917, which, in common with other railways in Canada, has affected your line and has been most noticeable in respect to grain traffic.

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This loss of tonnage and the extra expenditures due to taking up in part the deferred maintenance, with the conditions already referred to in respect to wages, etc., precluded the possibility of making any net earnings without a readjustment of transportation rates.

FREIGHT RATES

The existing improper relationship between earnings and operating expenses is a condition which fortunately may be regarded as transitory. It is recognized in the United States and Great Britain, as well as in Canada, that the railways cannot continue to provide transportation at practically pre-war rates.

Canadian and United States freight rates being generally on an equality, the general percentage of increase in the United States will in the opinion of your directors largely determine what the increase in Canada should be. From the statistics embodied in this report, it is clear that existing rates do not provide an adequate return.

With the United States railroads now handed back to the private owners with legislation passed providing that they are to receive "a fair return upon the aggregate value of the railway property" and this fair return for two years fixed at 5½ per cent per annum and provision for an additional half of 1 per cent for equipment, betterments, etc., there is every reason to believe that freight rates will be fairly adjusted in the near future.

LAND DEPARTMENT

Land sales for the year were 79,053 acres for \$1,535,608.44, an average of \$19.42 per acre, compared with an average of \$19.45 for the preceding period.

During the same period sales previously entered into aggregating 32,403 acres were by mutual agreement cancelled, so that the acreage of land available for sale has been decreased by 46,650 acres, leaving a total of 772,309 acres unsold.

CAR TRUST OBLIGATIONS

Additional car trust obligations were created during last year to the extent of \$22,500,000 for the purchase of equipment of different kinds, and \$4,705,000 was repaid in respect of previous obligations, thus making the net increase \$17,795,000 and leaving the total amount of car trust obligations outstanding at December 31, 1919, \$32,936,000.

NEW EQUIPMENT

Motive power and rolling stock ordered in the year ended December 31, 1919, were as follows:—

25 Pacific type engines.	6 flangers.
25 Six-wheel switch engines.	130 colonist cars.
750 box cars.	20 tourist cars.
800 wooden stock cars.	18 standard sleepers.
550 dump cars.	13 compartment observation cars.
500 flat cars.	20 First-class coaches.
250 Hart ballast cars.	20 mail cars.
150 refrigerator cars.	9 dining cars.
30 steel baggage cars.	6 snow ploughs.
	5 cabooses.

CONSTRUCTION AND BETTERMENTS

As referred to in your directors' previous report, the construction programme for 1919 contemplated the completion of certain branch lines in Western Canada which were under construction at the outbreak of the war. Work was done on the following lines:—

Acadia Valley Extension, Jack Fish Lake Extension, Onoway Extension, Alsask South-easterly, Luck Lake Extension, Leebles-Lampman Extension, Amaranth North-erly, Melfort-Humbolt Extension, Gravelbourg Extension, Eston South-easterly, Melfort North-easterly, Thunderhill Extension, Hanna South-easterly, Oliver North-easterly, Kamloops-Kelowna-Lumby Branch.

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While conditions governing labour and materials prevented as great progress being made on these lines last year as was hoped for, the major portion of the work on these branches is expected to be completed this year.

Work on the improvement and betterment programme was carried on throughout the year; 550 miles of track had existing rails changed to heavier section; 101 temporary structures were replaced with permanent work; 11 timber trestles were partly filled. Diversions at Falding and Grenville and on the Sudbury Subdivision were completed. The work of replacing the line along the St. Lawrence river west of Quebec, washed out by the tidal wave of 1918, was nearly completed. Much additional trackage for operating purposes was constructed, namely: 45 passing tracks, 19 siding extensions, 32 transfer, storage and other tracks. Among the buildings erected were 27 stations, 6 freight sheds, 39 section houses, 36 bunk houses, 3 express buildings. Additions and improvements were made to various roundhouses, machine and car shops. Good progress was made on reballasting. Important structures completed during the year were the Vancouver passenger terminal and the St. Charles River bridge at Quebec. The value of these improvements and betterments has been already demonstrated in improved operating conditions. Your Directors are pleased to report that upon their recommendations amounts for expenditure on capital account have been included in the Government's estimates for the year which will enable the improvement and betterment programme to be continued, thus equipping your system to better perform the transportation service of the country and particularly to handle economically those increases in traffic which, it is your directors' firm belief, will result coincident with the progress of the Dominion and which may largely be expected to take place in the areas served by your lines.

CANADIAN GOVERNMENT MERCHANT MARINE LIMITED

Reference was made in last year's annual report to the ocean steamship service established through the Canadian Government Merchant Marine, Limited. This service has continued with success, and as new boats are delivered the service will be enlarged and extended.

To date sixty-three vessels have been ordered by the Department of Marine, with a total of dead weight tonnage of 380,615 tons. Of this number 19 were in service at the 31st December, 1919, and since that date several additional vessels have been delivered by the builders and put in operation.

While the builders have been delayed in the construction of these vessels, due to various causes, so that it is difficult to estimate deliveries definitely, yet it is hoped that by the end of the year there will be nearly 60 vessels in service.

The operation of the services established has up to date shown a substantial return. The Canadian National Railways also benefit from the earnings on goods moving to and from ocean ports in connection with the services operated by these vessels.

OUTLOOK FOR THE FUTURE

Your directors view the future with the confidence based on knowledge of the particularly favourable location of the system's lines and the general good character of the country served. The railway property of your system has invested in it not less than 550 million dollars. It is not held by your directors that because the year's operations resulted in a deficit, the value of this great investment is impaired. The conditions which have resulted in the present improper relation between earnings and expenses have been stated. Under existing rates United States railways are acknowledged to be going behind their pre-war record at about the rate of a million dollars a day. The increase in the value of the services performed by your railway

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may be illustrated by the rise in wholesale prices, and when this is contrasted with the almost stationary ton mile and passenger mile receipts, the inadequacy of the present rates needs no further comment.

The prospect in the near future of having the lines of the Grand Trunk System co-ordinated with those of the Canadian Northern and other Government-owned railways presents favourable opportunities of increased traffic for your system; and the benefits which will result from the inclusion of the Grand Trunk lines in the National System, while difficult to definitely estimate, are certain to prove substantial. As noted in previous reports, the Canadian Northern Railway operated under a great disadvantage in not having a Niagara frontier line and connections in Ontario with United States lines. These the Grand Trunk will provide. The consolidation also removes restrictions on traffic interchange to territory served by the Grand Trunk System, which will certainly prove to be of great benefit to the National System.

Traffic returns since the first of January indicate that tonnage on your lines is running about $8\frac{1}{2}$ per cent over the movement in the same period last year. This is a particularly good showing in view of the much colder weather experienced this winter.

There is no doubt that housing facilities are much behind the demand in practically all communities, and a large movement in building materials may be expected. There are large road building programmes under way which should also produce increased tonnage in certain commodities.

Immigration, which on the outbreak of the war fell away rapidly, is according to late reports reviving. The return to pre-war immigration figures would have a most beneficial effect in restoring those conditions of expansion which before the war were so general along much of your western mileage.

The live stock industry in Western Canada continues to thrive and is developing most remarkably. The province of Saskatchewan now ranks first in the production of horses in Canada.

The importance of the Drumheller coal field development to Western Canada and particularly to the areas served by your line was well demonstrated when the supply of coal from United States mines was interrupted through the general strike which occurred in October last. The situation showed how generally dependent many sections of this country are on the United States for supplies of coal. The double tracking of the line between Drumheller and Munson Junction has been completed and the output of the 23 mines in the district is being distributed to a constantly widening field of consumers, with increasing gross revenue to your Company.

It is a matter of congratulation that His Royal Highness the Prince of Wales has chosen the purchase of a ranch in Western Canada as one means of practically identifying himself with Canadian development and as a permanent reminder of his first visit to Canada. Your directors cannot let this opportunity pass of expressing the hope that the royal example will be followed by many from Great Britain, not only in the matter of making a tour of Canada, but in acquiring property here. Your directors feel this can only result in good for the Imperial cause. The visit of H.R.H. the Prince of Wales to various points on the lines of your system was successfully accomplished and the entire Canadian tour was one unbroken success.

It is with the greatest regret that your directors have to record the death on January 24, 1920, of Mr. Z. A. Lash, K.C., LL.D., senior counsel of your system. Mr. Lash, as chief legal adviser of the company for nearly twenty years, gave invaluable advice and counsel to the executive during the construction and development period of your railway and extended this service to your directors up to the time of his death.

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ORGANIZATION AND STAFF

Your directors are glad to report that the rearrangement of official personnel and general amalgamation of staff with that of the Canadian Government Railways has proved to be most satisfactory. The two systems have worked together as one and there has been the fullest co-operation between employees and management, and the board desires to express its thanks for the loyal and efficient services rendered during the year.

(Signed) D. B. HANNA,
President.

May 8, 1920.

CONSOLIDATED BALANCE SHEET AT DECEMBER 31, 1919

ASSETS

Investments—Property investment. Investment in road and equipment, including proportion of discount on funded debt..	\$538,044,748 01	
Acquired securities (Exhibit A)..	46,312,995 10	
Terminal and other properties..	6,724,828 14	
		\$591,082,571 25
Cash and Victory bonds in trust accounts held in respect of construction work, sinking funds and other special accounts—		
Dominion Government..	\$ 1,354,096 61	
Province of Manitoba..	50,616 94	
Province of Saskatchewan..	1,202,825 24	
Province of Alberta..	2,368,169 75	
Province of Ontario..	223,048 49	
Province of British Columbia..	2,126,367 96	
National Trust Company..	3,260,489 35	
British Empire Trust Company..	92,953 34	
British Empire Trust Company (trustees account)..	37,441 39	
Guardian Trust Company..	895 60	
Pennsylvania Company re Equipment Series A (1918), and B (1919)..	401,388 49	
Fidelity Trust Comapny re Equipment Series D (1919)..	7,500,000 00	
Sinking funds..	535,879 47	
		19,154,172 63
Lands unsold..		18,902,775 00
Other investments (at cost)..		3,015,498 57
Current assets—		
Cash in bank..	\$ 2,762,064 18	
Balance due from agents, station balances, etc. (net)..	2,738,623 28	
Miscellaneous accounts receivable..	8,338,439 13	
Deferred payments on account of land sales and accrued interest..	7,162,025 14	
Materials and supplies on hand (as per books)..	10,375,300 02	
		31,376,451 75
Deferred charges—		
Proportion of discount on funded debt..	\$ 1,851,638 32	
Insurance premiums unexpired..	1,209,937 09	
Unadjusted debits (net balance)..	732,034 07	
		3,793,609 48
Advances by the Canadian Northern Railway Company to affiliated companies, per contra)..		11,236,675 41
Profit and loss account—Balance..		9,535,527 52
		\$688,097,281 61

NOTE.—The Ontario Government questions the title of the Canadian Northern Ontario Railway to the lands granted in respect of construction of lines in Ontario which are valued by the company at \$6,000,000.

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CONSOLIDATED BALANCE SHEET AT DECEMBER 31, 1919

LIABILITIES

Stock—

Capital stock—

Common..		\$100,000,600 00
Affiliated companies..	\$ 77,179,500 00	
Less—Held in Treasury..	71,264,800 00	
		<u>5,914,700 00</u>
		\$105,915,300 00

Long term funded debt—

Canadian Northern Railway (Exhibit B)..	\$126,301,675 57
Affiliated companies (Exhibit C)..	127,771,711 77

\$254,073,387 34

Five per cent income charge convertible debenture stock..	24,999,400 00
Equipment trust obligations..	32,936,000 00

312,088,787 34

Demand and short term loans secured by collateral or mortgage..

62,836,177 60
165,230,657 89

Dominion of Canada (Exhibit D)..
Current liabilities—

Audited vouchers and other floating liabilities. . .	\$ 15,135,020 67
Pay rolls..	3,663,762 42
Interest and equipment obligations matured.. . .	2,988,906 01
Accrued interest on bonds, loans and equipment securities..	4,234,156 17
Taxes accrued..	670,300 28

26,692,145 55

Reserves—

Steamship replacement fund..	\$ 3,310,019 45
Equipment replacement fund..	259,696 04
Insurance fund..	607,822 33

4,177,537 82

Advances to affiliated companies by Canadian Northern Railway Company (per contra)..

11,236,675 41

C. E. FRIEND,

Comptroller.

\$688,097,281 61

AUDITOR'S CERTIFICATE

We have examined the books and records of the Canadian Northern Railway system for the twelve months ended December 31, 1919, and we certify that in our opinion the above balance sheet is properly drawn up so as to exhibit a true and correct view of the affairs of the system at December 31, 1919, and is in accordance with the books and the explanations and information given us.

GEORGE A. TOUCHE & Co.
Chartered Accountants,
Auditors.

Toronto, Ont., May 6, 1910.

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INCOME STATEMENT FOR FISCAL YEAR ENDED DECEMBER 31, 1919

Revenue..	\$53,562,177 57	
Subsidiary miscellaneous earnings..	1,791,752 61	
		\$55,353,930 18
Working expenses..	\$60,034,023 92	
Taxes, rentals, joint facilities, etc..	1,020,553 96	
		61,054,577 88
Loss on operating..		\$ 5,700,647 70
Fixed charges—		
Canadian Northern Railway..	\$ 8,012,969 65	
Affiliated companies..	4,895,112 71	
Interest on demand and short term notes and loans—		
Government..	6,939,373 68	
Other (net balance)..	122,254 32	
		19,969,710 36
Deficit carried to Profit and Loss Statement..		\$25,670,358 06

PROFIT AND LOSS STATEMENT AT DECEMBER 31, 1919

Deficit on income account for the year..	\$25,670,358 06	
Discount, etc., on funded debt..	472,682 09	
Delayed income, debits and credits, debit balance ..	1,324,711 98	
		\$27,467,752 13
Deduct—		
Surplus brought forward at December 31, 1918..		17,932,224 61
Total deficit at December 31, 1919, carried to balance sheet.		\$ 9,535,527 52

EXHIBIT A

ACQUIRED SECURITIES

The Minnesota and Ontario Bridge Company—	
4½ per cent first mortgage debenture bonds.. . . .	\$ 180,000 00
Capital stock..	100,000 00
The Minnesota and Manitoba Railway Company—	
5 per cent general mortgage bonds..	250,000 00
Capital stock..	400,000 00
The Lake Superior Terminals Company, Limited—	
5 per cent first mortgage gold bonds..	2,000,000 00
Capital stock..	500,000 00
The Canadian Northern Telegraph Company—	
5 per cent general mortgage bonds..	2,000,000 00
Capital stock..	500,000 00
The Winnipeg Land Company, Limited—	
5 per cent first mortgage gold bonds..	300,000 00
Capital stock..	100,000 00
St. Boniface Western Land Company—	
5 per cent first mortgage bonds..	750,000 00
Capital stock..	250,000 00
The Edmonton and Slave Lake Railway Company—	
5 per cent first mortgage bonds..	420,000 00
The Canadian Northern Railway Express Company, Limited—	
4 per cent first mortgage gold bonds..	3,000,000 00
Capital stock..	1,000,000 00
Canadian Northern Steamships, Limited—	
Capital stock..	2,000,000 00
Canadian Northern System Terminals, Limited—	
5 per cent first mortgage debenture stock.. . . .	7,000,000 00
Capital stock..	2,000,000 00

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ACQUIRED SECURITIES—*Concluded.*

The Bay of Quinté Railway Company—	
Preferred stock..	465,000 00
Common stock..	930,000 00
Central Ontario Railway—	
Preferred stock..	291,000 00
Common stock..	3,038,000 00
The Irondale, Bancroft and Ottawa Railway Com- pany—	
5 per cent first mortgage bonds..	450,000 00
Capital stock..	53,000 00
The Marmora Railway and Mining Company—	
Bonds of Ontario, Belmont and Northern Railway.	100,000 00
Capital stock..	100,000 00
The Qu'Appelle, Long Lake and Saskatchewan Rail- road and Steamboat Company—	
Capital stock..	201,000 00
The Niagara, St. Catharines and Toronto Railway Company—	
Capital stock..	922,500 00
The Niagara, St. Catharines and Toronto Navigation Company, Limited—	
5 per cent gold bonds..	200,000 00
The Quebec and Lake St. John Railway Company—	
Capital stock..	4,034,700 00
Canadian Northern Pacific Railway Company—	
Capital stock..	25,000,000 00
Canadian Northern Alberta Railway Company—	
Capital stock..	3,000,000 00
Canadian Northern Western Railway Company—	
Capital stock..	2,000,000 00
The Canadian Northern Saskatchewan Railway Com- pany—	
Capital stock..	1,000,000 00
Canadian Northern Manitoba Railway Company—	
Capital stock..	250,000 00
The Canadian Northern Ontario Railway Company—	
Capital stock..	10,000,000 00
Duluth, Winnipeg and Pacific Railway Company—	
Capital stock..	3,060,000 00
Mount Royal Tunnel and Terminal Company, Lim- ited—	
Capital stock..	5,000,000 00
The Northern Consolidated Holding Company, Lim- ited—	
Capital stock..	4,446,700 00
This company whose issued capital is \$6,181,500 owns \$5,064,600 capital stock in the Canadian Northern Quebec Railway Company.	
The Canadian Northern Quebec Railway Company—	
Capital stock..	2,080,000 00
The Halifax and South Western Railway Com- pany—	
Capital stock..	925,000 00
The Bessemer and Barry's Bay Railway Company—	
Capital stock..	125,000 00
The Toronto Eastern Railway Company—	
5 per cent first mortgage debenture bonds..	900,000 00
Capital stock..	250,000 00
The Toronto Suburban Railway Company—	
Capital stock..	1,500,000 00
Total acquired securities..	93,071,900 00
Cost to the railway company..	\$46,312,995 10

EXHIBIT B.

FUNDED DEBT OF THE CANADIAN NORTHERN RAILWAY COMPANY

GUARANTEED AS TO PRINCIPAL AND INTEREST BY THE DOMINION OF CANADA

	Sterling	Currency
3 per cent first mortgage debenture stock.. ..	£1,923,287	\$ 9,359,996 72
3½ per cent first mortgage debenture stock.. ..	1,622,587	7,896,588 26
4 per cent guaranteed debenture stock.. ..	.....	17,060,333 33

GUARANTEED BY GOVERNMENT OF MANITOBA

4 per cent first mortgage consolidated debenture bonds.. ..	£2,215,900	\$10,784,046 65
Underlying bonds—		
4 per cent Sifton Branch bonds.. ..	233,700	1,137,340 00
4 per cent Gilbert Plains Branch bonds.. ..	500	2,433 33
4 per cent Manitoba & S.E. bonds.. ..	105,300	512,460 00
4 per cent Ontario Division first mortgage debenture bonds.. ..	1,180,600	5,745,586 66
4 per cent Winnipeg Terminal bonds.. ..	616,438	3,000,000 00
4 per cent first mortgage debenture stock.. ..	587,671	2,859,998 87

GUARANTEED BY GOVERNMENT OF SASKATCHEWAN

4 per cent first mortgage debenture stock.. ..	£1,650,000	\$ 8,029,999 99
--	------------	-----------------

GUARANTEED BY GOVERNMENT OF ALBERTA

4 per cent first mortgage debenture stock.. ..	£1,147,945	\$ 5,586,665 64
--	------------	-----------------

4 per cent perpetual consolidated debenture stock..	9,234,867	44,943,019 40
4 per cent land grant first mortgage bonds (1909)..	294,700	1,434,206 72
5 per cent land mortgage debentures.. ..	1,500,000	7,300,000 00
4½ per cent Prince Albert Branch first mortgage bonds.. ..	.....	300,000 00
Long term loan at 4 per cent against deposit of \$352,000 bonds of Minnesota and Manitoba Railroad Company payable 1930..	349,000 00
		<u>\$126,301,675 57</u>

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EXHIBIT C.

FUNDED DEBT OF AFFILIATED COMPANIES.

	Sterling	Currency
<i>The Canadian Northern Alberta Railway Company</i>		
Guaranteed by Dominion Government—		
3½ per cent 1st mortgage debenture stock.. . . .	£ 647,260 0 0	\$3,149,998 66
<i>Canadian Northern Western Railway Company</i>		
Guaranteed by Government of Alberta—		
4½ per cent 1st mortgage debenture bonds (1943)	575,342 0 0	2,799,997 73
4½ per cent 1st mortgage debenture stock (1942)	1,320,000 0 0	6,424,000 00
<i>Canadian Northern Pacific Railway Company</i>		
Guaranteed by Government of British Columbia—		
4 per cent 1st mortgage debenture stock	3,372,329 0 0	16,412,001 13
4½ per cent terminal debenture stock.. . . .	1,770,000 0 0	8,614,000 00
<i>The Canadian Northern Ontario Railway Company</i>		
Guaranteed by Dominion Government—		
3½ per cent 1st mortgage debenture stock.. . . .	7,033,561 0 0	34,229,996 87
Guaranteed by Government of Ontario—		
3½ per cent 1st Mortgage debenture stock.. . . .	1,615,068 0 0	7,859,997 59
4 per cent perpetual consolidated debenture stock	1,866,499 0 0	9,083,628 46
<i>Central Ontario Railway</i>		
5 per cent 1st mortgage bonds.. . . .	176,800 0 0	860,426 69
<i>The Bay of Quinte Railway Company</i>		
5 per cent 1st mortgage bonds.. . . .	.....	780,000 00
<i>The Canadian Northern Quebec Railway Company</i>		
4 per cent perpetual guaranteed debenture stock..	1,078,843 0 0	5,250,369 26
Great Northern Railway of Canada, 4 per cent 1st mortgage guaranteed bonds.. . . .	.....	3,505,750 00
<i>The Quebec and Lake St. John Railway Company</i>		
4 per cent 1st mortgage perpetual guaranteed debenture stock.. . . .	895,688 0 0	4,359,014 93
<i>Duluth, Winnipeg and Pacific Railway Company</i>		
4 per cent 1st mortgage debenture stock.. . . .	1,440,683 0 0	7,011,323 93
<i>Duluth, Rainy Lake and Winnipeg Railway Company</i>		
5 per cent 1st mortgage bonds.. . . .	.....	3,000,000 00
<i>The Halifax and South Western Railway Company</i>		
3½ per cent 1st mortgage guaranteed debenture bonds.. . . .	.....	4,447,000 00
<i>The Niagara, St. Catharines and Toronto Railway Company</i>		
5 per cent 1st mortgage bonds.. . . .	.....	1,098,000 00
<i>The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company</i>		
4 per cent guaranteed mortgage debenture stock..	1,031,412 6 0	5,019,539 86
<i>Mount Royal Tunnel and Terminal Company, Limited.</i>		
5 per cent 1st mortgage rent charge bonds.. . . .	460,000 0 0	2,238,666 66
<i>The Toronto Suburban Railway Company</i>		
4½ per cent 1st mortgage debenture stock.. . . .	540,000 0 0	2,628,000 00
		<u>\$127,771,711 77</u>

11 GEORGE V, A. 1921

CANADIAN NORTHERN RAILWAY SYSTEM

LOAN from Dominion Government with interest accrued for year ended December 31, 1919 (Exhibit D)

Loan	Amount Outstanding	Interest Due
Advance under 1911 legislation..	\$ 2,396,099 68	—
Advances under 1914 legislation..	5,294,000 02	—
Advances under 1915 legislation..	10,000,000 00	500,000 00
Advances under 1916 legislation..	15,000,000 00	3,013,643 83
Advances under 1916 War Measure Act..	497,566 80	6,952 29
Advances under 1917 legislation..	25,000,000 00	2,814,273 27
Advances under 1918 legislation..	25,000,000 00	1,715,794 71
Advances under 1918 War Measure Act..	5,700,000 00	438,041 09
Advances under 1919 Appropriation Act..	31,714,065 22	421,346 90
Equipment loans under chapter 38, 1918..	14,336,308 86	—
Advances under vote 96, 1919..	20,596,881 98	785,683 24
	<hr/>	<hr/>
	\$155,434,922 56	\$9,695,735 33
<i>Summary—</i>		
Amount outstanding..	\$155,534,922 56	
Interest due..	9,695,735 33	\$165,230,657 89
	<hr/>	<hr/>

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CONSTITUENT AND SUBSIDIARY COMPANIES COMPRISED IN THE
CANADIAN NORTHERN RAILWAY SYSTEM

CONSTITUENT COMPANIES

The Canadian Northern Railway Company.
The Canadian Northern Ontario Railway Company.
The Canadian Northern Quebec Railway Company.
Mount Royal Tunnel and Terminal Company, Limited.
Canadian Northern Pacific Railway Company.
Canadian Northern Alberta Railway Company.
Canadian Northern Western Railway Company.
The Canadian Northern Saskatchewan Railway Company.
The Canadian Northern Manitoba Railway Company.
Duluth, Winnipeg and Pacific Railway Company.
Duluth, Winnipeg and Pacific Railroad Company.
Duluth, Rainy Lake and Winnipeg Railway Company.
Central Ontario Railway.
The Halifax and South Western Railway Company.
The Bay of Quinté Railway Company.
The Irondale, Bancroft and Ottawa Railway Company.
The Marmora Railway and Mining Company.
The Northern Consolidated Holding Company, Limited.
The Quebec and Lake St. John Railway Company.
The Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company.
The Minnesota and Manitoba Railroad Company.
The Bessemer and Barry's Bay Railway Company.
The Toronto, Niagara and Western Railway Company.
The James Bay and Eastern Railway Company.
The St. Charles and Huron River Railway Company.
The Toronto Eastern Railway Company.
The Toronto Suburban Railway Company.
The Niagara, St. Catharines and Toronto Railway Company.
Canadian Northern System Terminals (Limited).
The Minnesota and Ontario Bridge Company.
The Lake Superior Terminals Company, Limited.

SUBSIDIARY COMPANIES

Canadian National Telegraph Company.
The Great North Western Telegraph Company of Canada.
The Winnipeg Land Company, Limited.
St. Boniface Western Land Company.
The Canadian Northern Railway Express Company, Limited.
Canadian National Express Company.
Canadian Northern Steamships, Limited.
The Niagara, St. Catharines and Toronto Navigation Company, Limited.
Canadian Northern Rolling Stock, Limited.
The Imperial Rolling Stock Company, Limited.
Canadian National Transfer Company, Limited.
Toronto Dwellings, Limited.
Canadian Northern Realities, Limited.
Federal Properties, Limited.

CONTROLLED COMPANIES

Canadian Government Merchant Marine, Limited.

CANADIAN NORTHERN RAILWAY SYSTEM

STATEMENT of Securities Outstanding, showing: Securities guaranteed by Dominion Government, Securities guaranteed by Provincial Governments, Securities unguaranteed, Maturities of all issues, Annual Fixed Charges, December 31, 1919.

Security.	Date of Maturity.	Total Issue.	Annual Interest.
<i>Guaranteed by Dominion Government.</i>			
Canadian Northern Railway—			
3% 1st Mortgage Debenture Stock.....	July 10, 1953	9,359,996 72	280,799 86
3½% 1st Mortgage Debenture Stock.....	July 20, 1958	7,896,588 26	276,380 47
4% 1st Mortgage Debenture Stock.....	Sept. 1, 1934	44,866,667 33	1,794,666 66
Canadian Northern Alberta Railway—			
3½% 1st Mortgage Debenture Stock.....	April 1, 1962	3,569,996 86	124,949 88
3½% 1st Mortgage Debenture Stock.....	May 4, 1960	3,149,998 66	110,249 96
Canadian Northern Ontario Railway—			
3% 1st Mortgage Debenture Stock.....	May 19, 1961	35,770,000 00	1,251,950 00
Total Dominion guarantees.....		104,613,247 83	3,838,996 83
<i>Guaranteed by Province of Ontario.</i>			
Canadian Northern Ontario Railway—			
3½% 1st Mortgage Debenture Stock (1938).....	June 30, 1938	6,724,015 39	235,340 54
3½% 1st Mortgage Debenture Stock (1936).....	July 10, 1936	1,135,982 20	39,759 38
		7,859,997 59	275,099 92
<i>Guaranteed by Manitoba Government.</i>			
Canadian Northern Railway—			
4% Consolidated Debenture Bonds.....	June 30, 1930	10,784,045 66	431,361 87
4% Ontario Division Bonds.....	June 30, 1930	5,654,093 33	226,163 73
4½% Ontario Division Bonds.....	June 30, 1930	91,493 33	4,117 20
4% Winnipeg Terminal Bonds.....	July 1, 1939	3,000,000 00	120,000 00
4% 1st Mortgage Debenture Stock.....	June 30, 1930	4,319,998 86	172,799 90
4½% Canadian Northern Manitoba.....	June 30, 1930	160,680 00	7,230 60
4% Sifton Branch Line Bonds.....	Feb. 1, 1929	1,137,340 00	45,493 60
4% Gilbert Plains Branch Bonds.....	Nov. 1, 1930	2,433 33	97 33
4% Manitoba and S. E. Railway Bonds.....	Feb. 1, 1920	512,460 00	20,498 40
		25,662,545 51	1,027,762 63
<i>Guaranteed by Saskatchewan Government.</i>			
Canadian Northern Railway—			
4% 1st Mortgage Debenture Stock.....	Jan. 23, 1939	13,709 399 99	548,375 98
Canadian Northern Saskatchewan Railway—			
4½% 1st Mortgage Debenture Stock.....	Dec. 19, 1943	1,174,813 33	52,866 60
4½% 1st Mortgage Debenture Stock.....	Dec. 19, 1943	486,666 66	21,900 00
		15,370,879 98	623,142 58
<i>Guaranteed by Alberta Government.</i>			
Canadian Northern Railway—			
4% 1st Mortgage Debenture Stock.....	Feb. 25, 1939	9,726,364 26	389,054 56
Canadian Northern Western Railway—			
4½% 1st Mortgage Debenture Stock and Bonds.....	Feb. 16, 1942	6,424,000 00	289,080 00
4½% 1st Mortgage Debenture Stock and Bonds.....	Oct. 22, 1943	2,799,997 73	125,999 90
		18,950,361 99	804,134 46

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CANADIAN NORTHERN RAILWAY SYSTEM—*Concluded.*STATEMENT of Outstanding Securities, etc.—*Concluded.*

Security.	Date of Maturity.	Total Issue.	Annual Interest.
		\$ cts.	\$ cts.
<i>Guaranteed by British Columbia Government.</i>			
Canadian Northern Pacific Railway—			
4% 1st Mortgage Debenture Stock.....	April 2, 1950	20,999,997 59	839,990 90
4½% Terminal Debenture Stock.....	April 2, 1950	8,614,000 00	387,630 00
4½% Branch Line Stock.....	April 2, 1950	5,543,527 54	249,458 74
4½% Second Charge Stock.....	April 2, 1950	4,999,998 73	224,999 94
		40,157,523 86	1,702,088 58
Total Provincial Guarantees.....		108,001,308 93	4,432,228 17
<i>Unguaranteed Securities.</i>			
Canadian Northern Railway—			
4% Perpetual Consolidated Debenture Stock.....	Perpetual.	62,154,122 33	2,486,164 88
4% 1st Mortgage Pas Mission Bonds.....	April 15, 1939	880,000 00	35,200 00
4½% 1st Mortgage Gunflint Bonds.....	June 30, 1930	641,000 00	28,863 00
4½% Prince Albert Branch Bonds.....	June 30, 1930	518,000 00	23,310 00
Canadian Northern Ontario Railway—			
4% Perpetual Consolidated Debenture Stock.....	Perpetual.	12,658,910 51	506,356 42
Central Ontario Railway—			
5% 1st Mortgage Bonds.....	Jan. 1, 1934	860,426 69	43,021 33
Bay of Quinte Railway—			
5% 1st Mortgage Bonds.....	Jan. 2, 1927	780,000 00	39,000 00
Canadian Northern Quebec Railway—			
4% Perpetual Debenture Stock.....	Perpetual.....	5,435,127 39	217,405 09
Great Northern Railway of Canada 4% Bonds.....	Oct. 1, 1934	3,505,750 00	140,230 00
Quebec and Lake St. John Railway—			
4% 1st Mortgage Debenture Stock.....	Perpetual.	4,486,813 60	179,472 54
5% 1st Mortgage Bonds.....	Dec. 31, 1924	31,390 00	1,569 50
Duluth, Winnipeg and Pacific Railway—			
4% 1st Mortgage Stock.....	June 1, 1939	8,221,907 27	328,876 28
Duluth, R. L. and Winnipeg Railway 5% Bonds.....	Jan. 1, 1921	2,000,000 00	100,000 00
Halifax and Southwestern Railway—			
3½% 1st Mortgage Bonds.....	Sept. 30, 1942	5,663,666 66	198,228 32
Niagara, St. Catharines and Toronto Railway—			
5% 1st Mortgage Bonds.....	Nov. 1, 1929	1,504,000 00	75,200 00
5% 2nd Mortgage Bonds.....	Nov. 1, 1929	536,500 00	26,825 00
Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company.			
5% 1st Mortgage Stock.....	July 1, 1936	5,019,539 86	200,781 59
Mount Royal Tunnel and Terminal Company, Ltd., 5% 1st Mortgage Bonds.....	April 15, 1970	11,431,799 99	571,589 99
James Bay and Eastern Railway, 5% 1st Mortgage Bonds.....	Sept. 1, 1945	300,000 00	15,000 00
Minnesota and Manitoba Railway 4% 1st Mortgage Bonds.....	June 30, 1931	352,000 00	14,080 00
Toronto Eastern Railway 5% 1st Mortgage Debenture Bonds.....	Sept. 1, 1945	700,000 00	35,000 00
Toronto Suburban Railway 4½% 1st Mortgage Debenture Stock.....	July 15, 1961	2,628,000 00	118,260 00
<i>Land Securities.</i>			
Canadian Northern Railway 4% Land Grant Bonds (1909).....	July 1, 1938	1,434,206 72	57,368 26
5% Land Mortgage Debentures.....	June 1, 1923	16,921,886 66	846,094 33
Total Unguaranteed.....		148,665,047 68	6,287,896 53
Grand Total..		361,279,604 44	14,559,121 53

In addition to above, the following are authorized and issued:—

(a) Canadian Northern Railway 5% Income Charge Convertible Debenture Stock, \$24,999,500.00.

(b) Imperial Rolling Stock Co., Ltd., Equipment Trusts, \$7,311,000 and Canadian Northern Rolling Stock Co., Equipment Trusts, \$25,625,000.

11 GEORGE V, A. 1921

CANADIAN NORTHERN RAILWAY SYSTEM

EQUIPMENT NOTES OUTSTANDING, DECEMBER 31, 1919

Series.	Principal Outstanding.	Annual Payment.	
		Principal.	Interest.
	\$ cts.	\$ cts.	\$ cts.
Imperial Rolling Stock Company, Ltd.—			
Series "V".....	300,000 00	300,000 00	13,500 00
" "A-1".....	556,000 00	368,000 00	20,880 00
" "B-1".....	300,000 00	150,000 00	11,823 75
" "C-1".....	550,000 00	220,000 00	22,275 00
" "D-1".....	825,000 00	330,000 00	33,412 50
" "E-1".....	630,000 00	210,000 00	25,987 50
" "F-1".....	1,480, 00 00	420,000 00	61,875 00
" "G-1".....	385,000 00	110,000 00	16,087 50
" "H-1".....	310,000 00	80,000 00	14,500 00
" "K-1".....	1,055,000 00	210,000 00	50,125 00
" "L-1".....	920,000 00	132,000 00	44,350 00
Canadian Northern Rolling Stock Co., Ltd.—			
Series "A".....	4,250,000 00	750,000 00	232,500 00
" "B".....	6,750,000 00	750,000 00	393,750 00
" "C".....	7,125,000 00	750,000 00	416,250 00
" "D".....	7,500 000 00	750,000 00	438,750 00
	32,936,000 00	5,530,000 00	1,796,066 25

Total Cost of Equipment Purchased.....	\$ 99,050,506 00
Equipment Notes Outstanding.....	32,936,000 00
Net Expenditure on Equipment.....	\$ 66,114,506 00

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CANADIAN NORTHERN RAILWAY SYSTEM

SECURITIES PLEDGED AS COLLATERAL, DECEMBER 31, 1919

<i>Guaranteed Securities.</i>	\$	cts.	\$	cts.
C.N.R., 4% Gtd. Dom. Govt.....	27,806,334	00		
C.N. Alta., 3½% Gtd. Dom. Govt.....	3,569,996	86		
C. N. Ont., 3½% Gtd. Dom. Govt.....	1,540,003	13		
			32,916,333	99
C.N. Man., 4½% Prov. of Man.....	160,680	00		
C.N.R., 4% Prov. of Alta.....	4,139,698	60		
C.N.R. 4% Prov. of Sask.....	5,679,400	00		
C.N. Pac., 4% B.C. Govt.....	4,587,996	46		
C.N. Pac., 4½ Br. Lines B.C. Govt.....	5,513,527	54		
C.N. Pac., 4½% 2nd Charge D.S. B. C. Govt.....	4,999,998	73		
C.N. Sask., 4½% Saskatchewan.....	1,174,813	33		
C.N. Sask., 4½% Saskatchewan (Terminals).....	486,666	66		
C.N.R. 4% Prov. of Man.....	1,460,000	00		
			28,232,781	32
			61,149,115	31
<i>Unguaranteed Securities.</i>				
C.N.R., 4% P.C.D.S.....	17,211,102	93		
C.N.R., 4½% Prince Albert Branch.....	218,000	00		
C.N.R., 4% Pas Mission.....	880,000	00		
C.N.O., 4% P.C.D.S.....	3,934,797	31		
C.N.Q., 4% P.D.S.....	184,758	13		
D. W. & P. Ry., 4% D.S.....	1,216,910	00		
Q. & L. St. J., 4% 1st Mtge. Stock.....	127,798	67		
H. & S.W. Ry., 3½% D.S.....	1,216,666	66		
C.N.R., 4½% Gunflint Branch.....	641,000	00		
N. St. C. & T. Ry., 5% 1st Mtge. Bonds.....	406,000	00		
N. St. C. & T. Ry., 5% 2nd Mtge. Bonds.....	536,500	00		
Mt. Royal T. & T., 5% Rent Charge Bonds.....	9,193,133	33		
C.N.R., 5% Land Mtge. Debs.....	9,822,393	32		
C.N.R., 5% Income Charge Convertible D.S.....	860,392	60		
Q. & L. St. J., 5% 1st Mtge. Bonds.....	31,390	00		
Jas. Bay & E. Ry., 5% 1st Mtge. Bonds.....	300,000	00		
Toronto Eastern Ry.....	700,000	00		
			47,480,842	95
<i>Land Grants.</i>				
C.N.Q. Ry. Land Grant 391,460 acres.....	1,174,380	00		
C.N.O. Ry. Land Grant, 2,000,000 acres.....	4,536,931	00		
			5,711,311	00
			114,341,269	26

11 GEORGE V, A. 1921

OPERATING REVENUE, OPERATING EXPENSES AND NET EARNINGS.

YEAR ENDED DECEMBER 31, 1919—COMPARED WITH PREVIOUS FISCAL YEAR.

OPERATING REVENUES

Per cent	1919	Class	1918	Per cent
	\$ cts.		\$ cts.	
20·12	10,775,708 46	Passenger.....	7,824,444 44	16·54
73·14	39,175,552 09	Fraight.....	36,735,869 46	77·65
0·70	374,926 26	Mails.....	245,187 12	0·52
2·26	1,209,645 65	Express.....	964,617 55	2·04
3·78	2,026,345 11	Miscellaneous.....	1,539,893 34	3·25
100·00	53,562,177 57	Total.....	47,310,011 91	100·00

OPERATING EXPENSES.

Per cent	1919	Class	1918	Per cent
	\$ cts.		\$ cts.	
26·49	15,905,058 62	Maintanance of Way and Structures..	9,060,264 79	20·56
19·27	11,569,896 52	Maintenance of Equipment.....	8,498,673 11	19·29
1·72	1,031,282 13	Traffic Expenses.....	797,181 68	1·81
48·31	29,002,877 63	Transportation Expenses.....	23,907,348 28	54·26
1·60	958,449 37	Miscellaneous Operations.....	576,071 12	1·31
2·61	1,566,459 65	General Expenses.....	1,223,410 96	2·77
100·00	60,034,023 92	Total.....	44,062,949 94	100·00

SUMMARY OF REVENUES AND EXPENSES.

Per cent	1919	Class	1918	Per cent
	\$ cts.		\$ cts.	
	53,562,177 57	Operating Revenues.....	47,310,011 91	
112·08	60,034,023 92	Operating Expenses.....	44,062,949 94	93·13
12·08	6,471,846 35	Net Eaenings.....	3,247,061 97	6·87
100·00				100·00

DESCRIPTION OF FREIGHT CARRIED.

		For the Year ended Dec. 31		
		1919	1918	1917
Flour.....	Sacks (100 lbs. each())	8,978,640	8,904,498	7,138,927
Grain.....	Bushels.....	91,373,574	93,985,078	112,971,191
Live Stock.....	Head (all kinds).....	834,991	654,583	609,409
Logs and Lumber.....	Feet (M.F.).....	1,928,698	1,614,829	1,970,656
Firewood.....	Cords.....	329,138	362,118	334,489
Coal.....	Tons.....	2,174,207	2,373,985	2,126,334
Immigrants' effects.....	Cars.....	4,728	5,279	3,958
Building material (lime, stone, Brick, sand, etc.).....	Cars.....	34,076	29,794	33,340
Miscellaneous.....	Tons.....	3,142,961	4,048,065	4,269,115

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EARNINGS, EXPENSES AND NET EARNINGS.
PER MILE OPERATED FOR YEARS ENDED DECEMBER 31.

Year	Average Miles Operated	Earnings	Expenses	Net Earnings
		\$ cts.	\$ cts.	\$ cts.
1917.....	9,433	4,396 27	3,607 19	+ 789 08
1918.....	9,452	5,005 29	4,661 76	+ 343 53
1919.....	9,636	5,558 55	6,230 18	671 63

FIXED CHARGES PER MILE OF LINE.

	1919	1918	1917
	\$ cts.	\$ cts.	\$ cts.
Amount required per mile of road to pay fixed charges (including leased lines).....	2,072 41	1,893 60	1,695 24

PASSENGER, FREIGHT AND MISCELLANEOUS STATISTICS.
FOR YEARS ENDED DECEMBER 31.

	1919	1918	1917
PASSENGER TRAFFIC.			
Passengers Carried (Earning Revenue).....	4,925,547	4,114,965	4,503,958
Passengers Carried one mile.....	344,773,029	288,067,800	293,322,255
Passengers Carried one mile per mile of road.....	36,256	30,477	31,425
Average distance carried.....	70.00	70.01	65.13
Total Passenger Revenue.....\$	9,629,460 01	7,128,141 55	6,437,305 25
Average amount received per passenger.....\$	1.95,500	1.73,225	1.42,925
Average amount received per passenger per mile.....Cts.	2.793	2.474	2.194
Total Passenger Train Earnings.....\$	11,811,612 85	8,783,084 63	7,970,489 84
Passenger Train Earnings per train mile.....\$	1.53,575	1.28,903	1.14,649
FREIGHT TRAFFIC.			
Revenue Tons carried.....	12,439,314	13,289,641	13,834,676
Revenue Tons carried one mile.....	4,046,023,363	4,021,275,963	4,328,241,986
Revenue Tones carried ope mile per mile of road.....	425,472	425,442	463,707
Average distance haul of one ton.....	325.26	302.59	312.86
Total Freight Revenue.....\$	38,276,419 06	35,674,816 63	31,134,034 68
Average amount received for each ton of freight.....\$	3.07,705	2.68,441	2.25,043
Average Revenue per ton per mile.....Cts.	.946	.887	.719
Total Freight Train Earnings.....\$	39,010,667 80	36,719,136 76	31,937,926 59
Freight Train Earnings per train mile.....\$	3.34,877	3.24,220	2.69,118
TRAIN MILEAGE.			
Mileage of Passenger Trains.....	5,864,271	5,004,607	5,037,334
Mileage of Freight Trains.....	9,822,281	9,556,238	9,952,918
Mileage of Mixed Trains.....	1,826,898	1,769,124	1,914,725
EXPENSES PER TRAFFIC TRAIN MILE.			
Maintenance of Way and Structures.....Cts	89.45	54.67	41.28
Maintenance of Equipment.....Cts.	65.05	51.12	35.39
Traffic Expenses.....Cts.	5.82	4.79	4.52
Transportation Expenses, Rail.....\$	1.61.96	1.43.69	1.05.83
Transportation Expenses, Water.....Cts.	0.11		
Miscellaneous Operations.....Cts.	5.34	3.52	3.23
General Expenses.....Cts.	8.51	7.10	7.42
Total.....\$	3.36.24	2.64.89	1.97.67

OPERATIONS OF ELECTRIC LINES NOT INCLUDED IN ABOVE STATEMENT.

	1919	1918	1917
ELECTRIC LINE STATISTICS.			
Passengers Carried (Earning Revenue).....	11,281,694	6,036,625	5,859,032
Total Passenger Revenue.....\$	909,965 72	504,319 84	441,675 72
Revenue Tons Carried.....	383,130	409,704	423,642
Total Freight Revenue.....\$	280,489 07	252,746 20	225,809 38

SUMMARY OF EQUIPMENT.

	At December 31			
	1919	1918	1917	1916
Locomotives.....	850	788	735	740
Sleeping and dining cars.....	114	116	116	117
Passenger coaches.....	741	596	624	635
Baggage, mail and express cars.....	277	191	187	190
Business cars.....	26	25	22	22
Freight, refrigerator and stock cars.....	37,457	31,828	29,489	29,368
Conductors' vans.....	438	426	443	454
Boarding, tool, auxiliary cars, steam shovels and snow equip- ment.....	1,775	1,676	1,520	1,272

MILES OF RAILWAY

The total mileage operated at the close of the fiscal year ended December 31, 1919, including lines owned and leased, was 9,685.7 miles, made up as follows:—

CENTRAL DISTRICT—WEST OF PORT ARTHUR

Division No. 3—		
Port Arthur to Paddington Junction.. . . .	435.1	
Twin City to North Lake.. . . .	58.1	
Emerson to South Junction.. . . .	71.6	
Duluth Junction to River (D.W. & P.).. . . .	1.5	
		566.3
Division No. 4—		
Portage Junction to Emerson.. . . .	63.4	
Morris to Somerset.. . . .	62.2	
St. James to Gypsumville.. . . .	156.7	
Grosse Isle to Hodgson.. . . .	80.7	
Greenway to Deloraine.. . . .	79.7	
Paddington Junction to Victoria Beach and Grand Beach..	72.6	
Carman Junction to Belmont.. . . .	118.8	
Steep Rock Junction to Steep Rock.. . . .	12.0	
De Lourdes Branch.. . . .	2.6	
Winnipeg Transfer tracks.. . . .	1.2	
Dundee Branch.. . . .	4.0	
Paddington Junction to Woodward Avenue.. . . .	4.2	
		658.1
Division No. 5—		
Woodward Avenue to Dauphin.. . . .	175.6	
Delta Junction to Delta.. . . .	14.8	
Oakland to Amaranth.. . . .	44.0	
Arizona Junction to Brandon.. . . .	78.8	
Neepawa Junction to McCreary Junction.. . . .	70.4	
Brandon Junction to Carberry Junction.. . . .	22.9	
Ressburn Junction to Ross Junction.. . . .	190.6	
Hallboro to Beulah.. . . .	75.0	
Ochre River to End of Track.. . . .	15.0	
Wroxton to Willowbrook.. . . .	41.0	
Totogan Junction to Totogan.. . . .	1.8	
		729.9

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PRAIRIE DISTRICT

Division No. 1—

Brandon to Regina..	220.3	
Maryfield to Radville..	139.8	
Luxton to Estevan..	24.9	
M. & B. Junction to Hartney Junction..	38.0	
Belmont to Virden..	91.9	
Radville to Bengough..	45.2	
Moosejaw Junction to Moosejaw..	85.8	
Gravelbourg Junction to Gravelbourg..	78.6	
		<hr/> 724.5

Division No. 2—

Dauphin to Humbolt..	247.3	
North Junction to Prince Albert..	360.5	
Sifton Junction to Winnipegosis..	20.7	
Thunderhill Junction to Preeceville..	72.1	
Hudson Bay Junction to The Pas..	87.5	
Melfort to St. Brieux..	21.5	
Canora to Sturgis Junction..	21.7	
		<hr/> 831.3

Division No. 3—

Regina to East Prince Albert..	249.3	
Saskatoon to Kindersley..	126.1	
Delisle to Dunblane..	59.4	
Elrose Junction to Glidden..	104.0	
Humbolt to North Battleford..	147.6	
Dalmeny to Carlton..	35.8	
Prince Albert to Denholm..	116.5	
Shellbrook to Big River..	56.5	
Craven Junction to Craven..	4.4	
		<hr/> 899.6

WESTERN DISTRICT

Division No. 1—

North Battleford to Turtleford..	55.7	
Battleford Junction to Battleford..	8.0	
Edmonton Junction to Stoney Plains..	19.4	
St. Albert to Athabasca..	85.8	
Edmonton and South Edmonton Terminals..	11.1	
Peace River Junction to Sangudo..	33.4	
Vegreville Junction to Big Valley..	125.3	
Warden to Brazeau..	174.0	
Terminal Junction to Camrose Junction..	45.8	
S. E. Junction to Alliance..	59.3	
North Battleford to Lobstick Junction..	331.0	
		<hr/> 948.8

Division No. 2—

Kindersley to Calgary..	273.4	
Big Valley to Munson Junction..	36.0	
Junction with New Branch Line to 50 2 M.P..	50.2	
		<hr/> 359.6

PACIFIC DISTRICT

Lobstick Junction to Chip Lake..	13.2	
Chip Lake to Obed..	77.5	
Obed to Snaring..	59.1	
Snaring to Geikie..	20.6	
Geikie to Red Pass Junction..	34.8	
Red Pass Junction to Blue River..	88.7	
Blue River to Kamloops..	142.2	
Kamloops to Boston Bar..	125.6	
Boston Bar to New Westminster..	118.7	
New Westminster to Vancouver..	13.1	
Victoria to Patricia Bay..	15.5	
		<hr/> 709.0

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ONTARIO DISTRICT—EAST OF PORT ARTHUR

<i>Toronto Division—</i>		
Toronto (Union Station) to Rosedale.. . . .	3.8	
Rosedale to Parry Sound.. . . .	145.2	
Udney to Orillia.. . . .	10.2	
Todmorden to Trenton.. . . .	105.0	
Trenton to Wallace.. . . .	117.6	
Ormsby Junction to Coe Hill.. . . .	7.2	
York River to Howland.. . . .	51.0	
Belmar to Cordova.. . . .	9.6	
Bessemer Junction to Bessemer.. . . .	4.8	
Oshawa to Oshawa Town.. . . .	2.4	
		456.8
<i>Ottawa Division—</i>		
Trenton to Rideau Junction.. . . .	139.7	
Rideau Junction to Hurdman.. . . .	6.0	
Picton to Trenton.. . . .	30.6	
Yarker to Bannockburn.. . . .	54.5	
Harrowsmith to Kingston.. . . .	18.6	
Brockville to Westport.. . . .	44.4	
Rideau Junction to Brent.. . . .	157.8	
Riverside to Ottawa (Union Station).. . . .	1.7	
		453.3
<i>Nipissing Division—</i>		
Brent to Capreol.. . . .	144.8	
Parry Sound to Capreol.. . . .	127.0	
Key Junction to Key Harbour.. . . .	6.2	
Garson Junction to Garson.. . . .	3.7	
Sudbury Junction to Sudbury.. . . .	5.2	
Capreol to Foleyet.. . . .	148.3	
Sellwood Junction to Sellwood.. . . .	4.7	
Algoma Eastern Railway Connection.. . . .	2.4	
		442.3
<i>Superior Division—</i>		
Foleyet to Hornepayne.. . . .	148.1	
Hornepayne to Jellicoe.. . . .	150.5	
Jellicoe to Port Arthur.. . . .	147.9	
		446.5

QUEBEC DISTRICT

<i>Montreal Division—</i>		
Montreal (Tunnel Station) to Lazard.. . . .	7.3	
Lazard to Hurdman.. . . .	104.3	
Montreal (St. Catherine St.) to Joliette.. . . .	36.3	
Joliette to Quebec.. . . .	139.8	
Paradis to Rawdon.. . . .	15.7	
Aldred Junction to Shawinigan Falls.. . . .	3.8	
Rivière-à-Pierre Junction to Garneau Junction.. . . .	39.7	
Joliette to Grenville.. . . .	66.0	
Rinfret to Huberdeau.. . . .	45.3	
Arundel to China Clay Mine.. . . .	9.2	
St. Marc Quarries Spur.. . . .	1.9	
		469.3
<i>Saguenay Division—</i>		
Hedley Junction to Lake Edward.. . . .	109.9	
Lake Edward to Chicoutimi.. . . .	115.1	
Linton Junction to La Tuque.. . . .	39.6	
Chambord Junction to St. Felicien.. . . .	29.7	
Loretteville to Stoneham.. . . .	10.0	
Valcartier to Clarks.. . . .	5.4	
Montmorency Junction to Mont. Mills.. . . .	7.2	
		316.9

NOVA SCOTIA DISTRICT.

Halifax to Southwestern Jct.. . . .	6.0	
Southwestern Jct. to Liverpool.. . . .	110.2	
Liverpool to Yarmouth.. . . .	136.2	
Mahone Junction to Lunenburg.. . . .	7.0	
Bridgewater Junction to Port Wade.. . . .	92.5	
Caledonia Junction to Caledonia.. . . .	22.1	
Middleton Junction to Middleton.. . . .	0.6	
		374.6

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MINNESOTA DISTRICT.

Duluth to D.W. & P. Junction..	3.6	
D.W. & P. Junction to North Jct. via Loop..	75.5	
South Junction to Ranier (River)...	93.6	
		172.7
		9,559.5

ELECTRIC LINES IN PROVINCE OF ONTARIO.

Port Dalhousie to Niagara Falls..	17.5	
Thorold to Port Colborne..	18.6	
Niagara Falls to Fallsview..	4.6	
St. Catharines to Niagara-on-the-Lake..	12.2	
Local lines at St. Catharines, Thorold and Merritton..	8.7	61.6
Toronto to Woodbridge..	12.0	
Toronto to Lambton..	2.1	
Lambton to Guelph..	46.3	
Local lines in Toronto..	4.2	64.6
Total mileage operated..		9,685.7

LOCATED AS FOLLOWS:

Province of Nova Scotia..	374.6	
Province of Quebec..	729.4	
Province of Ontario..	2,324.6	
Province of Manitoba..	1,995.7	
Province of Saskatchewan..	2,219.1	
Province of Alberta..	1,295.4	
Province of British Columbia..	530.5	
State of Minnesota..	216.4	
		9,685.7
Average miles operated for fiscal year..		9,636

SUMMARY OF MILEAGE

Mileage owned by Canadian Northern Railway system..	9,183.1	
Joint running rights, etc.—		
Toronto to Rosedale..	G.T.R.	3.8
Grand Trunk Crossing, Orillia..	C.P.R.	2.8
Harrowsmith to Kingston..	C.P.R.	18.6
Riverside to Ottawa Union Station..	G.T.R.	1.7
Current River to Port Arthur..	C.P.R.	2.1
C.N. Junction to Regina..	C.P.R.	0.8
Chip Lake to Obed..	G.T.P.	77.5
Snaring to Geikie..	G.T.P.	20.6
New Westminster to Vancouver..	Gr. Nor.	13.1
Halifax to Southwestern Junction..	C.G.R.	6.0
Middleton Junction to Middleton..	D.A.R.	0.6
Duluth to D.W. & P. Jct..	Nor. Pac.	
	C. St. P.	
	M. & O.	3.6
Otway to Ullen (Brazeau)...	C.P.R.	4.1
		155.3
Lines leased—		
Northern Pacific in Manitoba..		347.3
		347.3
Total mileage operated..		9,685.7

CANADIAN GOVERNMENT RAILWAYS

REPORT OF F. P. BRADY, GENERAL MANAGER, FOR YEAR ENDED MARCH 31, 1920.

INTERCOLONIAL RAILWAY

CAPITAL ACCOUNT

The cost of the road and equipment on March 31, 1919.. . . .	\$136,654,196 63
The expenditure during the year 1919-20.. . . .	4,337,512 44
Making the total cost on March 31, 1920.. . . .	\$140,991,709 07

The gross earnings and working expenses for the year compare as follows:—

Gross earnings—I.C.R. rail account.. . . .	\$ 27,765,252 61
Water account.. . . .	591,332 25
	\$ 28,356,584 86
Working expenses, I.C.R. rail account.. . . .	\$30,249,945 74
Water account.. . . .	447,778 00
	\$30,697,723 74
N.B. and P.E.I. Ry (interest).. . . .	3,540 00
Vale Railway (rental).. . . .	2,400 00
	\$ 30,703,663 74
Working expenses over gross earnings (deficiency).. . . .	\$ 2,347,078 88

REVENUE

The gross earnings, including water line, compare as follows with those of the previous year:—

1918-19 (Water Line, \$538,966.83).. . . .	\$ 26,435,343 78
1919-20 (" " 591,332.25).. . . .	*28,356,584 86
Increase.. . . .	\$ 1,921,241 08

The earnings from passenger traffic (rail) compare as follows:—

1918-19.. . . .	\$ 6,956,516 45
1919-20.. . . .	9,174,416 83
Increase.. . . .	\$ 2,217,900 38

The earnings from freight traffic, including water line, compare as follows:—

1918-19 (Water Line, \$538,966.83).. . . .	\$ 18,137,174 72
1919-20 (" " 591,332.25).. . . .	15,927,225 12
Decrease.. . . .	\$ 2,209,949 60

Miscellaneous earnings, including mails and express, compare as follows:—

1918-19.. . . .	\$ 1,341,652 61
1919-20.. . . .	1,512,711 52
Increase.. . . .	\$ 171,058 91

* Included in this amount is item of \$1,742,231.39 for hire of equipment.

The rail earnings per mile of railway compare as follows:—

The earnings per train mile compare as follows:—

The number of passengers carried compare as follows:—

The weight of revenue-producing freight compares as follows:—

WORKING EXPENSES

The averages, not including water line, compare with those of last year as follows:—

The working expenses per mile of railway, not including water line, were as follows:—

The mileage of the railway for the year 1919-20 was 1,563.81 miles, including Vale Railway (5.95 miles) and N.B. and P.E.I. Railway (36.05 miles).

STORES

The value of general stores in the Canadian Government Railways carried over from the previous years was..	\$ 11,497,649 13
The value of stores purchased and charged from other departments was..	22,634,751 31
Total of..	\$ 34,132,400 44
The value of stores used and sold..	25,985,407 20
Balance of general stores on hand, March 31, 1920.. . . .	\$ 8,146,993 24

PRINCE EDWARD ISLAND RAILWAY

The length of railway in operation at the end of the year 1919-20 was 276.29 miles. The gauge is 3 feet 6 inches. On 61.00 miles of railway there is multiple rail laid for standard gauge.

The cost of road and equipment to March 31, 1919.. . . .	\$ 12,562,309 97
The expenditure during the year 1919-20.. . . .	186,802 03
Making the total cost on March 31, 1920.. . . .	\$ 12,749,112 00
Gross earnings.. . . .	\$ 921,456 52
Working expenses.. . . .	1,543,858 45
Deficiency.. . . .	\$ 622,401 93

The gross earnings compare with the previous year as follows:—

1918-19.. . . .	\$ 741,514 58
1919-20.. . . .	921,456 52
Increase.. . . .	\$ 179,941 94

The working expenses compare with the previous year as follows:—

1918-19.. . . .	\$ 1,596,049 91
1919-20.. . . .	1,543,858 45
Decrease.. . . .	\$ 52,191 46

The necessary work to maintain the railway in a state of efficiency, the renewing of the track and switch ties, and ballasting of several miles of track, has been carried out.

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY

The cost of road and equipment to March 31, 1919.. . . .	\$ 517,655 57
The expenditure during the year 1919-20.. . . .	11,725 75
Making the total cost on March 31, 1920.. . . .	\$ 529,381 32

An amount of \$3,540.00 was paid as interest. The mileage of the railway in 1919-20 was 36.05 miles.

INTERNATIONAL RAILWAY OF NEW BRUNSWICK

The expenditure on road and equipment to March 31, 1919.. . . .	\$ 90,881 80
The expenditure during the year 1919-20.. . . .	2,767,512 89
Making the total cost on March 31, 1920.. . . .	\$ 2,858,394 69

Gross earnings and working expenses to March 31, 1920, compare as follows:—

Gross earnings.. . . .	\$ 176,916 92
Working expenses (including \$45,000 interest charges).. . . .	496,742 39
Deficiency.. . . .	\$ 319,825 47

The mileage of the rail was 105.73 miles.

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NATIONAL TRANSCONTINENTAL RAILWAY

This line extends from Moncton to Winnipeg and is 2,006.58 miles in length, which includes the Grand Trunk Pacific branch line from Fort William to Superior Junction (191.69 miles).

The cost of the National Transcontinental Railway to March 31, 1919.	\$ 165,128,741 75
Expenditure during 1919-20..	1,569,903 89
Making total cost on March 31, 1920..	<u>\$ 166,698,645 64</u>

The gross earnings compare with the previous year as follows:—

1918-19..	\$ 10,412,407 56
1919-20..	11,647,082 11
Increase..	<u>\$ 1,234,674 55</u>

The working expenses compare with the previous year as follows:—

1918-19..	\$ 13,028,381 49
1919-20..	14,632,451 71
Increase..	<u>\$ 1,604,070 22</u>

The gross earnings and working expenses to March 31, 1920, compare as follows:—

Gross earnings..	\$ 11,647,082 11
Working expenses (including \$600,000 rental Lake Superior Branch).	14,632,451 71
Deficiency..	<u>\$ 2,985,369 60</u>

MONCTON AND BUCTOUCHE RAILWAY

This railway extends from Moncton to Buctouche and is 29.93 miles in length.

The expenditure on capital accounts, March 31, 1919..	\$ 37,829 81
The expenditure during the year 1919-20..	62,201 72
Making the total cost on March 31, 1920..	<u>\$ 100,031 53</u>
Gross earnings..	\$ 50,340 54
Working expenses..	116,720 28
Deficiency..	<u>\$ 66,379 74</u>

SALISBURY AND ALBERT RAILWAY

This railway extends from Salisbury to Albert and is 44.77 miles in length.

The expenditure on capital account to March 31, 1919..	\$ 42,304 58
The expenditure during the year 1919-20..	85,478 13
Making the total cost to March 31, 1920..	<u>\$ 127,782 71</u>
Gross earnings..	\$ 59,549 16
Working expenses..	153,403 32
Deficiency..	<u>\$ 93,854 16</u>

ELGIN AND HAVELOCK RAILWAY

This railway extends from Petitcodiac to Havelock and from Petitcodiac to Elgin and is 26.11 miles in length.

The expenditure on capital account to March 31, 1919..	\$	47,209 98
The expenditure during the year 1919-20..		24,230 24
		<hr/>
Making the total cost on March 31, 1920..	\$	71,440 22
		<hr/>
Gross earnings..	\$	22,388 82
Working expenses..		63,961 72
		<hr/>
Deficiency..	\$	41,572 90
		<hr/>

ST. MARTINS RAILWAY

This railway extends from Hampton to St. Martins and is 28.73 miles in length.

The expenditure on capital account to March 31, 1919..	\$	34,566 47
The expenditure during the year 1919-20..		90,382 76
		<hr/>
Making the total cost on March 31, 1920..	\$	124,949 23
		<hr/>
Gross earnings..	\$	17,696 24
Working expenses..		72,483 52
		<hr/>
Deficiency..	\$	54,787 28
		<hr/>

YORK AND CARLETON RAILWAY

This railway extends from Cross Creek to Stanley and is 6.25 miles in length.

The expenditure on capital account to March 31, 1919..	\$	7,250 60
The expenditure during the year 1919-20..		13,958 34
		<hr/>
Making the total cost on March 31, 1920..	\$	21,208 94
		<hr/>
Gross earnings..	\$	9,111 15
Working expenses..		29,755 99
		<hr/>
Deficiency..	\$	20,644 84
		<hr/>

ST. JOHN AND QUEBEC RAILWAY

The gross earnings and working expenses for year ended March 31, 1920, compare as follows:—

Gross earnings..	\$	140,935 04
Working expenses..		289,009 08
		<hr/>
Deficiency..	\$	148,074 04
In addition to the above amount (40 per cent of gross earnings) charged to income account (rental) was..		98,599 66
		<hr/>
Total deficiency for 1919-20..	\$	246,673 70
		<hr/>

Of the amount \$98,599.66 charged, \$56,378.16 paid.
The mileage from St. John to Centreville is 172.07 miles.

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CANADIAN GOVERNMENT RAILWAYS

PURCHASE OF ROLLING STOCK

STATEMENT SHOWING MISCELLANEOUS ROLLING STOCK CHARGED AGAINST \$35,000,000
VOTE FISCAL YEAR ENDING MARCH 31, 1920

Locomotives..	\$	5,914 28	
Freight cars—			
30-ton box (Conv.)..	\$	92,580 61	
40-ton box..		977,702 50	
50-ton Hart Conv. (Constr.)..		346,092 90	
Gas transport tanks..		7,390 00	
			1,423,766 01
Passenger—			
Café coach (Conv.)..	\$	5,300 00	5,300 00
Work equipment..		151,989 02	151,989 02
Miscellaneous..		800 00	800 00
			\$ 1,587,769 31

MOVEMENT OF MILITIA

For year ended March 31, 1920. 396 special trains were run to accommodate 144,575 troops returning from overseas. In addition to the above 100,788 were transported on regular trains. During the same period 13 special trains were run for the handling of 3,270 invalid soldiers. Sixty-nine special trains were required to handle 47,075 Coolies.

FATAL ACCIDENTS

The number of fatal accidents on the Canadian Government Railways amounted to fifty-three, of which twenty-six were employees, one passenger and twenty-six others, the railways being exonerated in every case except one.

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CANADIAN GOVERNMENT RAILWAYS STATEMENT OF AVERAGES, YEAR ENDING MARCH 31, 1920

	Inter-colonial Railway.	Prince Edward Island Railway.	Inter- national Railway.	National Trans- continental Railway.	Moncton and Buctouche Rail- way.	Elgin and Hav- lock Railway.	St. Martins Railway.	York and Carle- ton Railway.	Salis- bury and Albert Railway.	Canadian Government Railways.	St. John and Quebec Railway.
Mileage of railway.	1,563 81	276 29	105 73	2,006 58	29 93	26 11	28 73	6 25	44 77	4,088 20	x145 97
Total engine mileage.	11,007 291	528 606	144 378	4,148 650	25 123	20 771	20 890	14 091	47 684	15,957 484	111,010
Total train mileage.	8,083 278	393 194	128 000	3,418 573	20 102	16 863	16 926	7 451	40 686	12,125 073	98,672
Total car mileage.	129,158,592	2,399,249	746,479	86,085,877	120,179	52,188	47,576	18,593	221,197	218,849,930	598,123
<i>Earnings —</i>											
Transportation—Rail.	\$ 25,872,439 69	\$ 903,815 36	\$ 176,916 92	\$ 11,510,162 04	\$ 50,340 54	\$ 22,388 82	\$ 17,696 24	\$ 9,111 15	\$ 59,549 16	\$ 38,622,419 92	\$ 140,935 04
Water.	591,332 25	17,641 16		136,920 07						591,332 25	
Incidentals.	1,892,812 92									2,047,374 15	
Total.	28,356,584 86	921,456 52	176,916 92	11,647,082 11	50,340 54	22,388 82	17,696 24	9,111 15	59,549 16	41,261,126 32	140,935 04
<i>Operating expenses—</i>											
Transportation—Rail.	30,249,945 74	1,543,858 45	496,742 39	14,632,451 71	116,720 28	63,961 72	72,483 52	29,755 99	153,403 32	47,359,323 12	x289,009 08
Water.	447,778 00									447,778 00	
Total.	30,697,723 74	1,543,858 45	496,742 39	14,632,451 71	116,720 28	63,961 72	72,483 52	29,755 99	153,403 32	47,807,101 12	289,009 08
<i>Ratio of Earnings to Gross Earnings—</i>											
Earnings from transportation—Rail.	91 24	98 09	100 00	98 82	100 00	100 00	100 00	100 00	100 00	93 61	100 00
Water.	2 09			1 18						1 43	
Incidentals.	6 67	1 91								4 96	
<i>Earnings per mile.</i>											
engine mile.	17,754 88	3,335 11	1,673 29	5,804 44	1,681 94	857 48	516 95	1,457 79	1,330 11	9,948 09	965 51
train mile.	2 52	1 74	1 23	2 81	2 00	1 08	0 85	0 65	1 25	2 55	1 27
car mile.	3 43	2 34	1 38	3 41	2 50	1 33	1 05	1 22	1 46	3 35	1 43
	21 50	38 41	23 70	13 53	41 89	42 90	37 20	49 00	26 92	18 58	23 56
<i>Ratio of Expenses to Gross Earnings—</i>											
Rail.	p.c. 108 95	p.c. 167 55	p.c. 280 78	p.c. 125 63	p.c. 231 86	p.c. 285 69	p.c. 409 60	p.c. 326 59	p.c. 257 61	p.c. 116 45	p.c. 205 07
Water.	75 72									75 72	
<i>Expenses per train mile.</i>											
	\$ 3 75	\$ 3 93	\$ 3 88	\$ 4 28	\$ 5 81	\$ 3 79	\$ 4 28	\$ 3 99	\$ 3 77	\$ 3 91	\$ 2 93
<i>Expenses per mile of railway.</i>											
	\$ 19,343 74	\$ 5,587 82	\$ 4,698 22	\$ 7,292 23	\$ 3,899 78	\$ 2,449 70	\$ 2,522 92	\$ 4,760 96	\$ 3,426 48	\$ 11,580 44	\$ 1,979 92
<i>Repairs of locomotives.</i>											
freight cars.	\$ 2,151,123 99	\$ 76,696 66	\$ 34,423 95	\$ 910,189 49	\$ 5,117 62	\$ 3,693 07	\$ 1,395 15	\$ 1,694 09	\$ 6,142 84	\$ 3,190,386 86	\$ 16,573 32
passenger cars.	1,648,608 91	25,753 17	9,557 50	1,082,479 98	1,213 77	557 25	520 30	118 06	2,764 80	2,771,573 74	21 14
Cost of repairs per locomotive.	1,008,605 38	29,923 98	6,068 44	428,495 77	1,667 18	583 59	593 82	393 02	1,978 23	1,478,309 41	1,371 46
freight car.	4,922 48	2,840 62	5,737 32	4,643 82	2,558 81	3,693 07	1,395 15	1,694 09	3,071 42	4,740 55	2,762 22
passenger car.	117 67	41 21	20 78	98 93	121 38	55 72	65 04	16 87	41 89	106 03	228 58
	1,847 26	490 56	1,213 69	2,581 30	833 59	583 59	593 82	196 51	989 11	1,880 80	

x 6 mos. 119.87, 6 mos. 172.07, average mileage for year.

x Does not include 40% Gross Earnings paid to St. John and Quebec Ry. Co.

CANADIAN GOVERNMENT RAILWAYS

SUMMARY of the Passenger and Freight Traffic of the Canadian Government Railways and St. John & Quebec Railway,

Year ending March 31, 1920

	Inter-colonial Railway.	Prince Edward Island Rail- way.	Inter- national Railway of New Brunswick.	National Trans- continental Rail- way.	Moncton and Buctouche Rail- way.	Salis- bury and Albert Railway.	Elgin and Have- lock Railway.	St. Martins Railway.	York and Carleton Rail- way.	Canadian Government Railways.	St. John and Quebec Railway.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Passenger traffic.....	9,174,416 83	287,097 17	61,398 01	2,058,866 62	20,448 61	12,034,28	5,401 27	5,918 50	2,625 99	11,628,207 28	56,172 99
Freight traffic.....	15,335,892 87	557,294 11	122,332 05	9,310,788 64	30,145 64	49,403 97	16,882 63	11,347 70	6,730 44	25,440,818 05	106,049 91
Mails, express, etc.....	1,512,711 52	84,587 95	5,629 06	102,570 06	1,667 09	3,641 71	1,262 32	1,344 44	190 72	1,713,604 87	5,470 41
Total.....	26,023,021 22	928,979 23	189,359 12	11,472,225 32	52,261 34	65,079 96	23,546 22	18,610 64	9,547 15	38,782,630 20	167,693 31
Ocean service.....	591,332 25									591,332 25	
Total.....	26,614,353 47	928,979 23	189,359 12	11,472,225 32	52,261 34	65,079 96	23,546 22	18,610 64	9,547 15	39,373,962 45	167,693 31
Hire of equipment.....	1,742,231 39	7,522 71	12,742 20	174,856 79	1,920 80	5,530 80	1,157 40	914 40	436 00	1,887,163 87	26,758 27
Net revenue.....	28,356,584 86	921,456 52	176,916 92	11,647,082 11	50,340 54	59,549 16	22,388 82	17,696 24	9,111 15	41,261,126 32	140,935 04
Passenger Statement.											
Local traffic—											
Number of passengers.....	4,749,575	382,397	29,624	1,056,147	31,927	16,531	16,241	10,911	11,004	6,304,357	66,739
Mileage.....	176,326,988	9,269,245	976,573	33,309,879	755,365	694,263	181,272	192,438	62,311	221,468,334	1,780,731
Through traffic—											
Number of passengers.....	485,638	43,576	17,778	111,749	11	24	15	2	11	658,804	1,804
Mileage.....	171,571,380	2,213,031	877,207	49,397,105	275	952	207	60	100	224,060,317	104,546
Total number of passengers.....	5,235,213	425,973	47,402	1,167,896	31,938	16,555	16,256	10,913	11,015	6,963,161	68,543
Total mileage.....	347,898,368	11,482,276	1,853,780	82,706,984	755,640	395,215	181,479	192,498	62,411	445,528,651	1,885,277
Freight Statement.											
Local traffic—											
Tons.....	3,308,616	75,451	16,622	815,058	21,590	46,701	17,898	11,809	9,167	4,322,912	23,021
Mileage.....	557,341,195	3,060,046	746,385	255,330,893	477,195	1,201,244	207,756	191,938	54,954	818,611,606	716,095
Through traffic—											
Tons.....	3,385,219	176,948	90,362	3,279,453	1,555	17,355	1,032	401	537	6,952,862	60,805
Mileage.....	1,051,198,617	10,036,805	4,961,504	1,143,254,640	43,765	446,402	13,264	10,639	3,195	2,209,968,831	2,977,574
Total tons.....	6,693,835	252,399	106,984	4,094,511	23,145	64,056	18,930	12,210	9,704	11,275,774	83,826
Total mileage.....	1,608,539,812	13,096,851	5,707,889	1,398,535,533	520,960	1,647,646	221,020	202,577	58,149	3,028,580,437	3,693,669

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CANADIAN GOVERNMENT RAILWAYS

REVENUE ACCOUNT, YEAR ENDED MARCH 31, 1920.

<i>Working Expenses.</i>	\$ cts.	<i>Earnings.</i>	\$ cts.
Maintenance of way and structure....	12,231,324 57	Freight traffic.....	25,440,818 05
Maintenance of equipment.....	8,640,326 88	Passenger traffic.....	11,628,207 28
Total.....	20,871,651 45	Ocean traffic.....	591,332 25
Traffic expenses.....	542,196 67	Mails, express, etc.....	1,713,604 87
Transportation—Rail line.....	23,614,237 90	Add:.....	39,373,962 45
Transportation—Water line.....	447,778 00	Hire of equipment.....	1,887,163 87
Miscellaneous operations.....	935,702 70		41,261,126 32
General expenses.....	744,594 40		
Rental of leased roads—			
Transcontinental Rail-			
way.....	\$600,000 00		
N.B. & P.E.I. Railway	3,540 00		
International R.R. of			
New Brunswick.....	45,000 00		
Vale Railway.....	2,400 00		
	650,940 00	Balance.....	6,545,974 80
	47,807,101 12		47,807,101 12

GENERAL BALANCE, YEAR ENDED MARCH 31, 1920.

<i>Dr.</i>	\$ cts.	<i>Cr.</i>	\$ cts.
To general stores.....	8,146,993 24	By Dominion of Canada.....	19,263,185 88
Auditor's suspense.....	226,318 16	Freight in transit.....	181,213 31
Cash.....	0 02	Equipment renewals.....	1,055,972 34
Cash in transit.....	67,135 45	Canadian Government Railways	
Loss and damage freight sus-		Provident Fund.....	465,740 31
pense.....	41,208 69	Apprentice Fund.....	1,173 03
Receiver General—Unclaimed		Fire renewal account.....	127,144 90
wages.....	5,453 06	Rail renewal account.....	52,411 38
Receiver General—Apprentice		Capital suspense—Overseas rails	733,949 85
fund.....	2,828 28	Capital suspense—Elgin and	
Receiver General—Provident		Havelock Railway.....	792 46
Fund.....	2,995,276 09	Capital suspense—York and	
Unclaimed freight.....	5,403 74	Carleton Railway.....	165 18
Rail Loan account.....	148,926 90	Capital suspense—St. Martin's	
Station agents.....	983,317 00	Railway.....	1,736 96
War Savings and Thrift Stamps.	11,419 62	Capital suspense—Moncton and	
Capital suspense—International		Buctouche Railway.....	5,713 40
Railway.....	2,666 67	Capital suspense—Salisbury and	
		Albert Railway.....	2,609 90
		Dining and Sleeping Car Depart-	
		ment—West.....	114 61
Capital suspense—Improvements			
at Fredericton.....	5,181 54		
Capital suspense—St. John and			
Quebec Railway.....	9,136 79		
Capital suspense—Vale Railway.	49,234 31		
Capital suspense—Land at Levis	3 30		
Capital suspense—Grand Trunk			
Pacific Railway.....	1,759 69		
Branch Lines Aid suspense.....	138,510 93		
Dining and Sleeping Car Depart-			
ment—East.....	74,708 23		
Restaurant suspense.....	3,684 08		
Victory Loan suspense.....	119,573 28		
Individuals and Companies ledger	6,967,349 65		
Traffic ledger.....	1,350,668 12		
Car Service ledger.....	155,907 73		
Rents ledger.....	5,747 31		
Advances.....	259,124 95		
Individuals and Companies Sus-			
pense ledger.....	114,386 68		
	21,891,923 51		21,891,923 51

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CANADIAN GOVERNMENT RAILWAYS

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1920.

DEBIT.		CREDIT.	
	\$ cts.		\$ cts.
To Balance, March 31, 1919.....	11,497,649 13	By issues during year ended March 31, 1920.....	\$22,537,830 84
Purchases during year ended Mar. 31, 1920.....	\$17,118,722 84	Sales of material, fuel, etc.....	2,641,935 87
Charges from other departments.....	5,059,850 82	Sales old material.....	805,640 49
Labour.....	246,387 48		25,985,407 20
Staff payrolls.....	209,790 17	Balance—	
		Ordinary stores, including fuel.....	5,665,082 50
		Roadway and bridge material.....	2,481,910 74
	22,634,751 31		8,146,993 24
	34,132,400 44		34,132,400 44

CANADIAN GOVERNMENT RAILWAYS

STATEMENT OF CASH RECEIVED, YEAR ENDED MARCH 31, 1920.

DEBIT.	\$ cts.	CREDIT.	\$ cts.
To balance on hand April 1, 1919.....	0 02	By amount deposited to the credit of the Honourable Receiver General of Canada during year ended March 31, 1920.....	53,525,088 77
Amounts received during the year and credited as follows—		Leaving balance on hand as follows.....	0 02
Station agents..	\$28,673,277 11		
Traffic ledger...	15,819,914 71		
Car Service ledger.....	1,331,432 79		
Individuals and Companies ledger.....	6,702,334 22		
Rents ledger.....	85,493 41		
General ledger....	912,636 53		
	53,525,088 77		
	53,525,088 79		53,525,088 7

CANADIAN GOVERNMENT RAILWAYS

RAIL RENEWAL ACCOUNT, YEAR ENDED MARCH 31, 1920.

On April 1, 1919, there was a balance to the credit of the Rail Renewal account of.. . . .	\$ 342,083 04
There has been charged during the year against the above amount..	289,671 66
Leaving a credit balance to the credit of the Rail Renewal account on March 31, 1920, of.. . . .	\$ 52,411 38

CANADIAN GOVERNMENT RAILWAYS

FIRE RENEWAL ACCOUNT, YEAR ENDED MARCH 31, 1920

On April 1, 1919, there was a balance to the credit of the Fire Renewal account of.. . . .	\$ 165,481 39
There has been charged during the year against the above amount..	38,336 49
Leaving a credit balance to the credit of the Fire Renewal account on March 31, 1920, of.. . . .	\$ 127,144 90

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CANADIAN GOVERNMENT RAILWAYS

EQUIPMENT RENEWAL ACCOUNT, YEAR ENDED MARCH 31, 1920

	DR.	CR.
There was a credit balance at April 1, 1919, to the credit of the Equipment Renewal account of ..	.....	\$ 957,658 81
Cash received from sale of old rolling stock.. ..	.....	109,679 42
		<u>\$ 1,067,338 23</u>
There has been charged during the year against the above account for rolling stock repaired and changed.		
Changing seven cars, damaged in explosion to platform cars... ..	\$ 4,997 01	
Salvage and converting into flat cars under frames and trucks of eight foreign cars damaged on Canadian Government railways.. ..	6,368 88	
		<u>11,365 89</u>
Leaving a credit balance to the credit of Equipment renewal account on March 31, 1920, of.. ..		<u>\$ 1,055,972 34</u>

NEW BRUNSWICK AND PRINCE EDWARD ISLAND RAILWAY

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1920

1920	1920
Mar. 31. To interest from Dec. 1, 1917, to Dec. 1, 1918.. .. \$3,540 00	Mar. 31. By Dominion of Canada... .. \$3,540 00

INTERNATIONAL RAILWAY OF NEW BRUNSWICK

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1920

1920	DR.	1920	CR.
Mar. 31. To rent of International Railway of New Brunswick from February 1, 1919, to July 1, 1919.. ..	\$45,000 00	Mar. 31. By Dominion of Canada.. ..	\$45,000 00
	<u>\$45,000 00</u>		<u>\$45,000 00</u>

NATIONAL TRANSCONTINENTAL RAILWAY

RENTAL ACCOUNT, YEAR ENDED MARCH 31, 1920

1920	DR.	1920	CR.
Mar. 31. To amount paid to Grand Trunk Pacific Railway for rental of Lake Superior Branch from April 1, 1919, to March 31, 1920, at \$50,000 per month..	\$600,000 00	Mar. 31. By Dominion of Canada ..	\$600,000 00
	<u>\$600,000 00</u>		<u>\$600,000 00</u>

1920	DR.	1920	CR.
Mar. 31.	To amount paid Acadia Coal Company for two years rental of the Vale Railway from May 1, 1918, to April 30, 1920.. ..	Mar. 31.	By Dominion of Canada.. .. .
	\$2,400 00		\$2,400 00
	<u>\$2,400 00</u>		<u>\$2,400 00</u>

<i>Expenditure</i>	<i>Earnings</i>
Maintenance of way and structure \$154,406 25	Freight.. . . . \$106,049 91
Maintenance of equipment .. . 18,233 87	Passenger.. . . . 56,172 99
Traffic.. . . . 2,859 65	Mails, express, etc.. . . . 5,470 41
Transportation—Rail line .. . 109,740 36	
General.. . . . 3,768 95	
	\$167,693 31
	Less—Hire of equipment. .. 26,758 27
\$289,009 08	\$140,935 04
Rental.. . . . 98,599 66	Balance.. . . . 246,673 70
\$387,608 74	\$387,608 74

DR.		CR.	
To Individuals and companies		By Stores Department.. . . .	\$ 50 89
ledger.. . . .	\$3,188 42	Freight in transit.. . . .	466 53
Traffic ledger.. . . .	252 17	St. John and Quebec Railway	
Auditors suspense.. . . .	1,387 39	Suspense—Rental.. . . .	42,221 50
Cash in transit.. . . .	357 75		
Station agents.. . . .	2,247 78		
Rents ledger.. . . .	49 20		
Dominion of Canada.. . . .	35,256 21		
	<u>\$42,738 92</u>		<u>\$42,738 92</u>

DR.	CR.
To Balance on hand April 1,	By Amounts deposited to credit of
1919.. .. . Nil	the Honourable Receiver
Station agents... .. \$157,579-73	General during year ended
Rents ledger... .. 561 10	March 31, 1920.. .. . \$190,048 20
Traffic ledger... .. 20,097 48	
Individual and companies	
ledger... .. 11,809 89	
\$190,048 20	\$190,048 20

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SAINT JOHN AND QUEBEC RAILWAY

GENERAL STORES ACCOUNT, YEAR ENDED MARCH 31, 1920

DEBIT	CREDIT
To balance March 31, 1919 \$ 1,494 56	By issues during year ended
Purchases during the	March 31, 1920.. .. . \$31,732 91
year ended March	Sales of material.. .. . 422 84
31, 1920.. .. . \$28,571 88	
Charges from other	
departments.. .. . 2,038 42	
Balance March 31, 1920.. .. . 50 89	
\$32,155 75	\$32,155 75

REPORT OF C. B. BROWN, CHIEF ENGINEER.

NEW LINES PUT INTO OPERATION.

Intercolonial Railway.—Fairview.—A new connection 0.83 of a mile in length has been constructed from the Bridgewater Division—(Halifax and South Western Railway)—whereby trains from this division can now operate directly into the Halifax Ocean Terminal station, at a saving in operating mileage of 2.85 miles per train.

Between Chaudiere and St. Nicholas—3.2 miles of second main line track was constructed and put into operation.

International Railway.—The construction of new connection, 2.7 miles in length, from mile 7.4 on the International Railway to Moffat station on the main line of the Intercolonial Railway has been completed, making a saving in track mileage to maintain, of 4.7 miles. The track was lifted from the abandoned portion of the International Railway between mile 7.4 and Campbellton.

St John and Quebec Railway.—Construction of the extension of the St. John and Quebec Railway from Gagetown to Westfield Beach, 37.76 miles in length, was completed and taken over for operation and arrangements made by the St. John and Quebec Railway Company with the Canadian Pacific Railway for the operation of trains between Westfield Beach and St. John, a distance of 13.96 miles.

Grand Trunk Pacific Railway—(Lake Superior Subdivision).—At Mile 176.5 a diversion of the main line 0.42 of a mile in length was made to obviate the filling in on Muskeg, of a high trestle.

ROADBED AND TRACK.

The operated mileage of Canadian Government Railways is as follows:—

	Main Line	Second Main Line	Passing Sidings	Other Sidings and Spurs	Total
Eastern lines.. .. .	3,174.50	80.15	252.55	602.16	4,009.36
Western lines.. .. .	888.13	4.80	85.87	128.54	1,107.34
Leased lines.. .. .	197.64	.....	21.34	46.40	265.38
Totals.. .. .	4,260.27	84.95	359.76	777.10	5,382.08

O'Brien, on the Transcontinental, is the dividing point between Eastern and Western lines. The latter do not extend beyond Winnipeg.

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ROADBED AND TRACK MILEAGE.

	Inter-colonial Railway.	Prince Edward Island Railway.	New Brunswick and Prince Edward Island Railway.	Inter- national Railway.	Moncton and Buctouche Railway.	Elgin and Havelock Railway.	Hampton and St. Martins Railway.	York and Carleton Railway.	Salisbury and Albert Railway.	National Trans- continental Railway.	Leased Lines.	St. John and Quebec. Railway.	Total.
Main Line.....Miles	1,521.81	276.29	36.05	105.73	29.93	26.11	28.73	6.25	44.77	1,814.89	197.64	172.07	4,260.27
2nd Main Line....."	79.64									5.31			84.95
Passing Sidings...."	146.82	8.65	2.33	2.85	0.67	0.58	0.40		1.12	169.56	21.34	5.44	359.76
Other sidings and spurs....."	441.78	35.36	5.42	4.00	1.24	0.45	0.75	0.56	2.14	233.00	46.40	6.00	777.10
Totals.....	2,190.65	320.30	43.80	112.58	31.84	27.14	29.88	6.81	48.03	2,222.76	265.38	183.51	5,482.08

WEIGHT OF RAIL IN MAIN TRACK.

	Inter-colonial Railway.	Prince Edward Island Railway.	New Brunswick and Prince Edward Island Railway.	Inter- national Railway.	Moncton and Buctouche Railway.	Elgin and Havelock Railway.	Hampton and St. Martins Railway.	York and Carleton Railway.	Salisbury and Albert Railway.	National Trans- continental Railway.	Leased Lines.	St. John and Quebec. Railway.	Total.
50-lb.....		95.49				21.91							117.40
56-lb.....	16.50	166.40			27.33	1.00	28.73	6.25	35.37				281.58
60-lb.....				51.30									51.30
67-lb.....	193.36	1.60		43.65		3.20			2.90		1.84	0.19	246.74
67½-lb.....		68.60											68.60
70-lb.....	16.00												16.00
72-lb.....									2.00		4.34		6.34
80-lb.....	647.55	5.20	36.05	10.09					4.50	1,792.60	176.56	138.92	2,816.07
85-lb.....	721.74			0.69	2.60					27.60	12.90	32.96	796.89
100-lb.....	6.30												6.30
Totals.....	1,601.45	x337.29	36.05	105.73	29.93	26.11	28.73	6.25	44.77	1,820.20	197.64	172.07	4,406.22

Nore.—Mileage of rail on Prince Edward Island Railway includes 61 miles of track on which there is a third rail for standard gauge trains.

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MAIN LINES UNDER CONSTRUCTION.

INTERCOLONIAL RAILWAY

From Truro to Belmont, a second main line is being constructed to provide double track between these points. The work is 69 per cent completed.

From Springhill to Maccan, a second main line is under construction, providing double track between these points. This work is 65 per cent complete.

At Moncton, a new connection 3.35 miles in length, from the St. John Subdivision to the Newcastle Subdivision, is under construction and is 65 per cent completed.

On the Chaudiere Subdivision, between Bagot and Ste. Rosalie, the main line is being double tracked, including a double track line diversion from Mile 10.2 to 112.9. The work is 55 per cent completed.

TERMINAL IMPROVEMENTS.

INTERCOLONIAL RAILWAY.

Halifax.—At the Ocean Terminals, construction of the permanent train shed, a steel frame building with concrete slab roof, was commenced and 75 per cent completed. The steelwork for the new transit sheds on the quay wall was erected. New platforms totalling 4,000 lineal feet were constructed in the coach yard and gas and steam mains and connections extended to the coach yard. The contract for docks "First Unit" was completed. In shed 24, a motor, switchboard, transformers and circuits were installed for fire pump and lighting of the fire pump room.

At the Deepwater Terminals a new pile face crib between old pier 2 and pier 5 was constructed and about 17,800 cubic yards of rock filled in behind crib to make up the low ground for extension of team tracks. Five new chutes were installed on the grain elevator conveyer.

At *Richmond*, the yard changes which were started during the year 1918-19, were completed.

Dartmouth.—A new station and new freight-shed with platforms were constructed; coaling facilities, consisting of airhoist and coaling siding, installed; combined rest-house and stores house constructed; sand-house erected; town sewers extended through new yard and new sewer constructed from the station to harbour front. The extensive yard rearrangement which was started in 1918 is 85 per cent completed.

Truro.—A new stores building was constructed; oil storage system installed in stores building; water supply system in engine-house entirely renewed; heating system in bunk-house remodelled.

Sydney.—A 250-ton mechanical coaling plant with hrestle was constructed; stores building erected; oil storage system installed; sand-house erected; crossing gates installed at Prince and Ferry streets.

Moncton.—Brick freight-shed 400 by 40 feet with two-story office building was built; new loading platform and transfer platforms constructed; express building 100 feet by 40 feet erected; additions made to drainage system in yard and water and sewerage connections extended to new buildings.

At Moncton shops two high rate combustion stokers were installed; sewer extended.

PRINCE EDWARD ISLAND RAILWAY.

At *Charlottetown.*—Two freight-sheds, three-team, one engine-house, one coaling and one main ward tracks were converted to multiple rail tracks. A new loading platform was constructed.

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Emerald Junction.—Yard was rearranged providing multiple rail passing, business and storage sidings, and also a narrow gauge storage siding.

NATIONAL TRANSCONTINENTAL RAILWAY.

Edmundston.—Car repair shop was constructed: 500 horse-power open-feed water heater installed in engine-house boiler plant.

St. Malo.—The various shops were put into operation; foundations for about one hundred machines were constructed; brick transformer house built; storage sidings, yard facilities and industrial tracks were increased by 23,147 track feet; a new roadway and footpath was constructed.

Sioux Lookout.—Machine shop was extended and new generator set installed; pole line to pumping station and cottages erected.

Transcona.—A new 1,000-ton ice-house was constructed; 80-inch driving wheel lathe installed in the shops; air compressor and blower system installed in the elevator.

Ten additional stock pens were provided at Cochrane and Armstrong.

At all terminal points necessary repairs were made to wharves, tracks, buildings, etc.

WATER SERVICE.

INTERCOLONIAL RAILWAY

Eight new pumps were installed; four artesian wells sunk; five new stand pipes provided; concrete walls built on seven standpipe pits; closets and washbasins provided at five locations; domestic water supplies provided at three stations; eight new pipe lines installed.

Prince Edward Island Railway.—One new standpipe was provided; centrifugal pump and motor installed, replacing steam pump.

International Railway.—At Mile 7.39 a reservoir was constructed and stand pipe installed providing a new water supply; one domestic water supply was installed.

Elgin and Havelock Railway.—At Elgin, a 5,000-gallon tank and pipe line installed.

National Transcontinental Railway.—Seven wells were drilled to provide water for fire station and section dwellings; one new water supply with steam pump installed; one turbine pump installed; one standpipe erected; water service extended in two yards. At Dott a 50,000-gallon wooden tank is in course of erection.

St. John and Quebec Railway.—At Gagetown a new pumping station was installed.

On all railways, repairs were made to keep the water service in good working order.

BUILDINGS

Intercolonial Railway.—Five new freight-sheds were constructed; three new stations and shelters erected; twenty-nine miscellaneous buildings erected; six stations and eight other buildings extended; eight buildings moved and relocated; nine new platforms constructed; thirty platforms rebuilt; alterations made to six buildings.

Prince Edward Island Railway.—Two shelters were moved and relocated; fourteen platforms rebuilt; alterations were made to three buildings.

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New Brunswick and Prince Edward Island Railway.—One freight-shed was moved and relocated; two new miscellaneous buildings erected; three platforms extended.

International Railway.—Five new stations and three section dwellings were erected.

Moncton and Buctouche Railway.—One shelter was moved and relocated and one platform constructed.

Elgin and Havelock Railway.—One station was moved and relocated; one new shelter and platform constructed.

Salisbury and Albert Railway.—Six new shelters, two miscellaneous buildings, and three platforms were constructed.

St. Martins Railway.—One tool-house was provided.

National Transcontinental Railway.—Three new stations and two shelters were erected; one station, ten other buildings and seven platforms extended; one freight-shed, one platform and fifty-four miscellaneous buildings constructed; two airhoist coaling plants erected. At Napadogan six dwellings were constructed.

St. John and Quebec Railway.—Loading platforms were built at Island View and Hawkshaw, and an extension to platform at Allendale made.

On all railways the necessary repairs and painting were carried out.

DAMAGE BY FLOODS AND HIGH TIDES, ETC.

High tides, freshets and ice-jams caused considerable damage to the roadbed on the following subdivisions: Bedford, Dartmouth, Mulgrave, Truro, St. John, Levis, Chaudiere, Sackville, Leonard, La Tuque, and Fitzpatrick.

High winds caused damage to many buildings at Halifax and Dartmouth and blew down the freight-shed at Hillsboro.

DAMAGE BY FIRE

On the Intercolonial Railway, fire destroyed six buildings, two culverts, one platform, 1,336 lineal feet of fence and damaged six buildings.

On the International Railway, one station was destroyed by fire.

On the Salisbury & Albert Railway, fire destroyed the engine-shed at Albert.

On the National Transcontinental Railway, fire destroyed five buildings, five boarding cars and damaged two buildings.

On the Lake Superior Branch two buildings and three bents of a trestle bridge were destroyed by fire.

BRIDGES AND CULVERTS

Intercolonial Railway.—Highway subway constructed, 1; highway subway extended for double track, 1; bridge abutments extended for double track, 7; new steel placed on bridges, 2; steel and wooden stringers replaced with concrete slabs, 20; bridges strengthened, 3; bridges equipped with standard pier members, 6; bridges filled in, 2; new concrete culverts and pipe culverts constructed, 12; culverts replaced with concrete and pipe culverts, 129; concrete and pipe culverts extended, 34; additional water barrels placed on bridges for fire protection, 13; culverts renewed, 10.

Prince Edward Island Railway.—Ten steel bridges were replaced with heavier steel spans; forty-nine bridges replaced with concrete and pipe culverts and four new pipe culverts constructed.

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New Brunswick and Prince Edward Island Railway.—Two bridges were strengthened; three bridge seats and headwalls rebuilt.

International Railway.—One culvert was replaced with concrete pipe and one culvert rebuilt.

Moncton and Buctouche Railway.—Eight trestles, 2,018 lineal feet, were reconstructed; three truss bridges strengthened; one concrete culvert built; six concrete pipe culverts constructed.

Elgin and Havelock Railway.—Two trestles, 102 lineal feet, were reconstructed; twelve concrete pipe culverts built.

Hampton and St. Martins Railway.—Eight trestles, 1,142 lineal feet, were reconstructed; six truss bridges strengthened; two concrete abutments built; one concrete pipe culvert constructed.

Salisbury and Albert Railway.—Six trestles, 1,046 lineal feet, were reconstructed; one pile trestle constructed; one steel bridge replaced with heavier steel span; eight bridges strengthened; two pile abutments constructed; eight concrete pipe culverts built.

National Transcontinental Railway.—Fourteen new concrete culverts were built; two timber culverts erected; one stream tunnel constructed; two pile trestles filled; sixteen culverts extended.

Lake Superior Branch.—Six concrete and one pipe culvert were constructed replacing trestles, and five trestles were filled in; one reinforced concrete trestle was constructed replacing a pile bridge; one pile bridge filled in; three bents of timber trestle, 64 feet high, rebuilt; one trestle replaced by stream tunnel and fill.

Under construction.—Two pile bridges are being replaced with reinforced concrete trestles and one pile bridge with concrete pipe and fill.

St. John and Quebec Railway.—One culvert was replaced with concrete pipe.

Bridges and culverts on all railways were repaired, painted, strengthened or renewed where necessary.

TURNTABLES

Intercolonial Railway.—Eighty-five foot turntables were installed at Pirate Harbour and Chaudiere Junction; seventy-foot turntable was placed at Point du Chene; three turntables had new centres installed.

Elgin and Havelock Railway.—A fifty-five foot turntable was installed at Elgin.

TRACK SCALES

Intercolonial Railway.—New 150-ton track scales were installed at Sydney, Moncton, Chaudiere Junction, and Ste. Rosalie Junction.

Prince Edward Island Railway.—A 50-ton track scale was installed at Souris.

National Transcontinental Railway.—Installation of a 150-ton track scale at Monk is in progress.

STATION BEAUTIFICATION

The work of beautifying the station grounds was continued.

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SURVEYS AND TRACK CENTERING

On the Intercolonial Railway, 69.3 miles of track were recentered; on the International Railway, 10 miles; and on the National Transcontinental Railway, 28.9 miles.

Surveys were made in connection with double tracking and location surveys were made for new lines, and diversions and improvements to existing lines.

Right of way surveys of the following branch lines were completed and plans and descriptions prepared: Moncton and Buctouche Railway, Salisbury and Albert Railway, Elgin and Havelock Railway, St. Martins Railway, and York and Carleton Railway.

A rechainage survey was made of the Lake Superior Branch from Mission Yard to Superior Junction.

A number of yards were resurveyed and station yard plans prepared and in addition a large number of surveys and plans were made for the leasing of lands, deeds, etc.

SIGNALS AND INTERLOCKING

Intercolonial Railway.—Automatic signals were installed near Fairview, protecting the junction of the Halifax and Southwestern Railway, and line circuits controlling automatic signals installed between Fairview and Halifax Ocean Terminals.

Pneumatic crossing gates were installed at two street crossings at Moncton.

Four electric warning bells were installed at street and highway crossings.

National Transcontinental Railway.—Electric train staff instruments were installed between Cadorna and Cap Rouge, Cap Rouge and Bridge, and an auxiliary set between Cadorna and Allenby Junction.

At St. Leonard the electric interlocking plant was rebuilt providing for alterations in track layout.

Two electric warning bells were installed at street crossings.

Train order signals were installed at street crossings.

Train order signals were installed at three stations.

ELECTRIC POWER AND LIGHTING

Intercolonial Railway.—At Moncton, generator set, switchboard and charging circuits were installed for charging storage batteries of electrically lighted cars; also lighting circuits installed in coach storage yard. Transformers, circuits and motors were installed for engine-house machine shop tools. Transmission line was built and transformer, circuits and motors installed at Scrap Reclaim Plant.

At Campbellton, transformers, circuits and motors were installed to operate engine-house machine shop tools.

At Port Borden, transformers, circuit and motor were installed for operating centrifugal pumps, and horizontal engine provided for electric lighting installation.

Two transmission lines in yards were relocated and nine renewed.

Electric lighting systems were extended to nineteen buildings, platforms and yards.

National Transcontinental Railway.—Electric lighting systems were extended to three buildings.

A telephone line was erected from Bridge to Champlain Market station.

SUNDRIES

Intercolonial Railway.—Extensive alterations were made to ss. *Scotia 1*, and this ferry steamer can now act as auxiliary to ss. *Scotia 2* between Mulgrave and Point Tupper, or to the ss. *Prince Edward Island* between Cape Tormentine and Borden.

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Signal gongs were installed between the two engine rooms and the two bridges on ss. *Prince Edward Island*.

New Brunswick and Prince Edward Island Railway.—Track and crossing signs were installed throughout on this railway.

National Transcontinental Railway.—Five roads were constructed connecting stations with nearest highways; two highway crossings and two farm crossings were installed.

REPORT OF A. C. BARKER, SUPERINTENDENT, TELEGRAPH AND TIME SERVICE

STATEMENT showing miles of railway operated by the Canadian Government Railways by Telegraph, by Telephone, and by both, during the year ended March 31, 1920.

MILES OPERATED BY

Railways.	Telegraph.	Telephone.	Telegraph and Telephone.	Pole Mileage.	Wire Mileage.
Intercolonial.....	877.63	625.64	nil.	212.35	5,744.02
P. E. I. Railway.....	299.07	77.70	nil.	57.55	103.96
International Ry.....			105.73	105.73	211.46
Salisbury and Albert Railway.....	44.77			44.77	44.77
Hampton and St. Martins.....		28.73		28.73	28.73
Transcontinental.....	1,568.78	419.93	6.40	1,988.84	6,487.73
St. John and Quebec.....		157.86		157.86	315.72
Moncton & Buctouche.....	nil.	nil.	nil.	nil.	nil.
Elgin & Havelock.....	nil.	nil.	nil.	nil.	nil.
York & Carleton.....	nil.	nil.	nil.	nil.	nil.

REPORT OF THE AUDITOR OF STORES AND MECHANICAL ACCOUNTS.

Locomotives—	
Purchased on capital account..	Nil
Passenger cars—	
Purchased on capital account..	Nil
Freight cars—	
Purchased on capital account—	
Box..	830
Hart convertible..	123
Total..	953
Work equipment—	
Purchased on capital account—	
Gas tank..	1
Cranes..	3
Shovels..	4
Piledrivers..	2
Total..	10

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GENERAL STATEMENT OF WORK DONE IN THE CANADIAN GOVERNMENT
RAILWAY SHOPS FOR YEAR ENDING MARCH 31, 1920.

LOCOMOTIVE DEPARTMENT.

Locomotives rebuilt..	18
“ repaired..	451
“ converted to superheater..	26
“ equipped with latest type electric headlight..	63
“ equipped with 8½ in. Cross compound pumps..	20
“ equipped with power reverse gear..	7
“ equipped with brick arch tubes..	29
“ equipped with coal pushers..	6
Repairs to work equipment—	
Ditchers and steam shovels..	45
Ballast spreader and lidgerwood..	10
Cranes..	19
Rotary ploughs..	1

CAR DEPARTMENT.

Built—	
Hart cars..	100
Cabooses..	2
Road repair cars..	1
Purchased—	
Auxiliary..	6
Flats..	1
Survey cars..	1
Boarding cars..	6
Ballast spreader..	1
Cars remodelled—	
Sleepers to hospital cars..	2
Diner cars to cafe..	1
Diner cars to parlour..	8
Coaches to business..	2
Baggage cars to commissary kitchen cars..	5
Box and flat cars to pulpwood..	399
Box cars to Eastman heaters..	136
“ “ automobile cars..	108
“ “ road repair cars..	3
Flat cars to water tank cars..	6
Hart cars from centre to side dump..	54
Outfit cars converted and repaired..	119
Cabooses remodelled..	20
Cars equipped with safety appliances—	
Passenger..	7
Freight..	99

Cars of all descriptions were kept in proper condition for traffic and were painted and repaired when necessary. Seven new machines were installed and all shop machinery and tools were repaired and kept in good working condition.

Safety appliances were kept in good repair and new ones installed where necessary.

St. Malo.—The locomotive shop was put in operation March 1, 1920, and the car shop September 1, 1919.

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CANADIAN GOVERNMENT RAILWAYS—EASTERN AND WESTERN LINES.
STATEMENT showing number of Locomotives, and the various classes of other rolling stock on the line, March 31, 1919, and March 31, 1920.

	Passenger Cars											Freight Cars																				
	Locomotives	Sleeping	Parlor	Dining	Colonist	1st Class Passenger	2nd Class Passenger	Postal	Baggage	Hospital	Vision Test	Box Baggage	Air Brake Inspection	Steam Motor	Total Passenger Cars	Box	Refrigerator	Platform	Oil Tank	Pitch Tank	Hoppers	Gondolas	20-ton Coal	Hart-Otis	Stock	Hart Convertible	Pulpwood	Pit Cars	Eastern Heater	Caboose	Total Freight Cars	
On hand serviceable and repairing, March 31, 1919.....	767	99	33	39	73	178	110	41	101	18	1	25	1	1	720	16,077	402	3,678	82	20	732	1,075	356	527	1,261	1,004	812	2	64	403	26,496	
To be replaced March 31, 1919.....								2	2			1			5	30	3	111			21		18	1						12	-196	
Total equipment, March 31, 1919.....	767	99	33	39	73	178	110	43	103	18	1	26	1	1	725	16,107	405	3,789	82	20	753	1,075	374	528	1,261	1,004	812	4	64	414	26,692	
Purchased and built during year on Capital.....																830									123						953	
Purchased and built during year on equipment renewal.....																		1													1	
Converted on Capital—Sleeper to hospital 2, box to Eastman heater 136, to road repair 3.....																											55				55	
Converted in Shop—Box to pulpwood 55, to boarding 10, to auxiliary 3, pulpwood to box 1, to boarding 1, auxiliary to box 1, gondola to cinder 42, flat to cinder 1.....					4		8	4							16	2								396							2	396
Rearrangement of Classification—Sleeping to business 18, parlour to business 9, dining to auxiliary dining 8, to commissary 4, baggage to second-class 8, second-class to postal 4=51.....		20	9	12			4		8						53	207			1	20			42			2	2					
Gondola to Hart-Otis 396.....																																668
Total equipment, March 31, 1920*.....	767	79	24	27	77	178	114	47	95	20	1	26	1	1	690	16,732	405	3,789	62	20	753	637	492	41	261	1,127	865	4	200	414	27,567	
To be replaced March 31, 1919, as above.....								2	2			1			5	30	3	111			21		18	1						12	196	
Condemned year ending March 31, 1920.....		2				2	5		3						12	121	12	1,303			542	166	350		16	6	14			11	2,529	
Total condemned and destroyed to March 31, 1920.....		2				2	5	2	5			1	1			151	15	1,414			542	166	368	1	16	6	14			23	2,716	
Replaced on equipment renewal.....																	1															1
Total to be replaced March 31, 1920.....		2				2	5	2	5			1			17	150	15	1,414			542	166	368	1	16	6	14			23	2,715	
Add. serviceable and repairing.....	767	77	24	27	77	176	109	45	90	20	1	25	1	1	67	36,582	390	2,375	62	20	211	471	6	923	1,245	1,121	851	4	200	391	24,852	
Total equipment March 31, 1920.....	767	79	24	27	77	178	114	47	95	20	1	25	1	1	69	16,732	405	3,789	62	20	753	637	374	924	1,261	1,127	865	4	200	414	27,567	

* Figures in italics are deductions.

CANADIAN GOVERNMENT RAILWAYS—EASTERN AND WESTERN LINES.

STATEMENT showing number of Locomotives and the various classes of other rolling stock on the line, March 31, 1919, and March 31, 1920.

20—51

Work Cars.																																					
Auxiliary	Store Supply	Business	Pinch Gas	Snow Ploughs—Common	Snow Ploughs—Winged	Snow Ploughs—Rotary	Snow Ploughs—D. track	Snow Ploughs—D. End	Flangers	Steam Cranes	Ballast Spreader—Rodgers	Ballast Trimmer	Center Ballast Ploughs	Side Ballast Ploughs	Ballast Plough Unloader	Ballast Spreaders—Wing	Concrete Mixers	Sand Blast Machine	Well Boring Machine	Ditchers	Steam Derricks	Hand Derricks	Steam Shovels	Rail Sawing and Boring	Pile Drivers	Survey and Inspection	Scale Car	Rail Unloaders	Wrecking Cars	Steel Air Dump	Boarding Cars	Steel Snow Ploughs	Track Layers	Cinder Cars	Total Work Cars		
33	4		2	52	28	2	3	4	77	32	13	2	15	5	12	1	5	1	1	6	1	7	14	1	1	2	27	1	5	71	36	175	35	1	52	726	
				1					1																											2	
33	4		2	53	28	2	3	4	78	32	13	2	15	5	12	1	5	1	1	6	1	7	14	1	1	2	27	1	5	71	36	175	35	1	52	728	
6			1							3														4		1							5			10	
3																	1																			13	
2																																					14
8		27																														11				78	
1																																					1
52	4	27	3	53	28	2	3	4	78	35	13	2	15	5	12	2	5	1	1	6	1	7	18	1	1	4	28	1	5	71	36	191	35	1	95	845	
				1					1																											2	
1																																	5			7	
1				1					2																								5			16	
																																					7
																																					73
				1					2																											3	
52	4	27	3	52	28	2	3	4	76	35	13	2	15	5	12	2	5	1	1	6	1	7	18	1	1	4	28	1	5	71	36	191	35	1	95	842	
52	4	27	3	53	28	2	3	4	78	35	13	2	15	5	12	2	5	1	1	6	1	7	18	1	1	4	28	1	5	71	36	191	35	1	95	845	

PRINCE EDWARD ISLAND RAILWAY

STATEMENT Showing the Number of Locomotives and the Various Classes of Other Rolling Stock on the Line, on March 31, 1919, and March 31, 1920

	Passenger Cars.							Freight Cars.							Work Cars.							
	Locomotives.	First-class Passenger Cars.	Second-class Passenger Cars.	Combination Second-class and Baggage Cars.	Postal and Smoking Cars	Combination Postal and Baggage	Baggage Cars.	Total Passenger Cars.	Box Cars.	Refrigerator Cars.	Stock Cars.	Oil Tank Cars.	Hart Convertible Cars.	Coal Cars.	Platform Cars.	Caboose Cars.	Total Freight Cars.	Dump Cars.	Snow Plows.	Flangers.	Steam Shovels.	Total Work Cars.
On hand, serviceable and repairing, March 31, 1919.....	26	19	9	5	3	3	6	45	338	2	28	1	15	11	203	3	601	15	11	8	1	26
To be replaced, March 31, 1919.....	9	5	4	2	1	1	2	15	5	1	1	1	1	4	4	1	12	1	2	8	1	11
Total equipment, March 31, 1919.....	35	24	13	7	4	4	8	60	343	3	28	1	15	12	207	4	613	15	13	8	1	37
Transferred from Intercolonial.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total equipment, March 31, 1920.....	35	24	14	7	4	4	8	61	343	3	28	1	15	12	207	4	613	15	13	8	1	37
Condemned and destroyed during year.....	4	1	1	1	1	1	2	15	5	1	1	1	1	1	1	1	12	1	2	8	1	11
To be replaced, March 31, 1919.....	9	5	4	2	1	1	2	15	5	1	1	1	1	2	5	1	14	1	2	8	1	11
Total to be replaced.....	13	5	4	2	1	1	2	15	5	1	1	1	1	2	5	1	14	1	2	8	1	11
Add serviceable and repairing.....	22	19	10	5	3	3	6	46	338	2	28	1	15	10	202	3	599	15	11	0	0	26
Total equipment, March 31, 1920.....	35	24	14	7	4	4	8	61	343	3	28	1	15	12	207	4	613	15	13	8	1	37

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CANADIAN GOVERNMENT RAILWAYS EMPLOYEES' RELIEF AND
INSURANCE ASSOCIATION.

STATEMENT OF RECEIPTS AND EXPENDITURES.

RECEIPTS

Credit balance on June 30, 1919..		\$ 54,459 24
Receipts for year, June 30, 1919, to June 30, 1920.		
Amount of premium collected from Canadian Govern- ment Railways pay-list..	\$198,955 60	
Premiums collected from railway vouchers..	653 82	
Cash premiums collected by railway..	63 08	
Annual contribution from Canadian Government Rail- ways.....	15,000 00	
		<u>214,672 50</u>
Cash from members not on duty, refunds, etc..	\$ 1,170 13	
Premiums from sick and accident vouchers (Insurance Association vouchers)..	2,419 44	
Premium from retired members..	5,508 19	
Annual fees..	595 00	
Examination fees..	40 00	
Interest on monthly balance..	1,634 22	
Miscellaneous sources..	50 00	
		<u>11,416 98</u>
Total receipts for the year from all sources..		\$280,548 72

EXPENDITURES

Sick and accident indemnity..	\$61,679 32	
Medical and surgical attendance	35,372 48	
		<u>\$ 97,051 80</u>
Temporary employees', Accident Fund..	16,037 70	
Death and total disability claims..	63,500 00	
Examination fees.....	24 00	
		<u>\$176,613 50</u>

OPERATING EXPENSES

From Sick and Accident Fund..	\$ 4,200 00	
" Temporary employees' Accident Fund..	13,410 47	
" Retired employees, etc.	645 00	
		<u>\$18,255 47</u>
		<u>194,868 97</u>
Difference..		\$ 85,679 75
Less estimated outstanding liabilities..		<u>13,200 00</u>
Estimated net surplus, June 30, 1920..		\$ 72,479 75

SICKNESS AND ACCIDENT FUND

The expenditure in this fund last year were \$108,188.08, and this year they are shown to be \$97,051.80. (Made up of \$92,851.80-\$4,200)—a decrease of \$11,136.28. A credit balance of \$61,162.96 is shown in this fund on June 30, 1920.

TEMPORARY EMPLOYEES' ACCIDENT FUND

The expenditure in this fund during the year are shown as to have been \$51,673.56. Of this \$13,410.47 was transferred to Operating Expenses, net.. . . . \$ 38,263 09

DEATH AND TOTAL DISABILITY FUND

This statement shows that one hundred and thirty-three death and total disability claims were assessed and paid during the year.
One hundred and five death claims due to natural causes, aggregating. \$ 52,500 00
Twenty-four death claims due to accidental injuries, aggregating.. 9,500 00
Two death claims due to war, aggregating.. . . . 500 00
Two total disability claims, aggregating.. . . . \$ 62,500 00
1,000 00
\$ 63,500 00
Amount paid last year from this fund, was.. . . . \$ 84,500 00

C. B. TRITES, Secretary. W. F. SEARS, Auditor.

The death and total disability, also the Temporary Employees' Fund, show 148 death claims during the year.

CANADIAN GOVERNMENT RAILWAYS.

STATEMENT showing the amount credited to the Canadian Government Railways Employees' Relief and Insurance Association, by the Canadian Government Railways, during the year ended June 30, 1920.

Amount of premiums collected from the Canadian Government Railways' pay-lists.. . . . \$198,955 60
Premiums collected from railway vouchers.. . . . 653 82
Annual contributions from the Canadian Government Railways.. . . 15,000 00
Canadian Government Railways cash premiums.. . . . 63 08
Total.. . . . \$214,672 50

S. L. SHANNON, Comptroller and Treasurer, C.G. Rlys.

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INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAY
EMPLOYEES' PROVIDENT FUND.

STATEMENT of Receipts and Expenditure during the year ended March 31, 1920.

Balance at the credit of the Funds on March 31, 1919.. . . .	\$395,120 03
The contributions made by employees during the year, being one and one-half per cent of their monthly salary and wages were.. . . .	\$301,610 79
The contributions made by the railways were.. . . .	100,000 00
	<hr/>
	401,610 79
Amounts received for refunds, etc..	630 29
Interest accrued (at three per cent)..	11,515 18
	<hr/>
	\$808,876 29

The amount contributed by the employees is shown to exceed by \$201,610.79 the amount contributed by the Railways. By reference to Section No. 4 of the Provident Fund Act, it will be noted that the maximum sum the railways are authorized to contribute to the Fund in any one year must not exceed \$100,000.

The expenditure were—

For retiring allowances.. . . .	\$307,923 70
For contributions refunded in cases of deceased employees.. . . .	12,350 00
For contributions refunded, which were deducted in error.. . . .	4,145 33
For contributions refunded, to discharged employees, etc..	1,222 66
Medical examinations for probationers entering the service, etc..	4,110 00
Medical examinations for employees retiring from service.. . . .	17 00
For election expenses.. . . .	1,056 81
For salaries and travelling expenses, Secretary's office, and proportion of salary chief medical officer..	11,355 13
For stationery, printing, postage, etc..	954 55
	<hr/>
	343,135 98

Balance to the credit of the Fund on March 31, 1920.. . . .	\$465,740 31
---	--------------

It will be noted by the above statement of receipts and expenditures that the amount of contributions received from the railways and from the employees during the year were.. . . .

And the expenditures were.. . . .	401,610 79
	<hr/>
	343,135 98

Showing that during the year the receipts exceeded the expenditures.	\$ 58,474 81
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The gross surplus, including interest, to the credit of the Fund on March 31, 1920, was.. . . .	465,740 31
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F. P. BRADY,
Chairman.

C. B. TRITES,
Secretary.

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REPORT OF W. A. BOWDEN, CHIEF ENGINEER OF THE DEPARTMENT OF CANALS

The through water route between Montreal, at the head of ocean navigation, and Fort William and Port Arthur, on the west shore of lake Superior, comprises 74 miles of canal, with forty-eight locks and 1,155 miles of river and lake waters, or a total of 1,229 miles. The minimum depth of water on this route is 14 feet. From Montreal to Duluth, on the southwest end of lake Superior, the total distance is 1,354 miles, and to Chicago 1,286 miles. Connection is made with the Canadian Pacific Railway from points west and south at Fort William and Port Arthur (6 miles apart). From Fort William connection with the main transcontinental line of the Canadian National Railways is made by the branch line originally constructed by the Grand Trunk Pacific Railway, but now leased to and operated by the Canadian National Railways.

On this through route the approaches to the canals and the channels of the intermediate river reaches are well defined, and are lighted with gas buoys under the control of the Department of Marine and Fisheries, admitting of safe navigation in the hands of competent pilots, both by day and night. The Lachine, Soulanges, Cornwall, Welland and Sault Ste. Marie canals are lighted throughout by electricity, and electrically operated. The Farran's Point canal is lighted by acetylene gas.

Of the minor systems, the Murray, Trent, Rideau and Ottawa River canals may be considered geographically as branches of the through east-and-west route. In operation, however, these canals serve a distinct traffic of more local nature. Isolated from the systems just mentioned, the navigation of the Richelieu river, from its junction with the St. Lawrence at Sorel to lake Champlain, is effected by means of the St. Ours lock and the Chambly canal; while in the extreme east the St. Peter's canal provides communication between the Bras d'Or lakes of Cape Breton Island and the Atlantic ocean.

A full statement of the various canals, and canalized waters, now in operation, with their mileage, limiting dimensions, etc., is given in an appendix to this report.

LACHINE CANAL

Navigation was carried on throughout the entire season without interruption. No important construction work was undertaken, but among the many lesser repairs and improvements attended to, the following may be noted: About 30 permanent mooring posts were set in concrete, a concrete sidewalk was built along both sides and for the entire length of Lock No. 1, concrete roadbeds were constructed at Flour Shed No. 1 and at the north end of Brewster's bridge, and 100 feet of permanent iron fence was erected between Côte St. Paul weir and Bridge No. 6.

During the past month unusual flood conditions have developed along the course of the river St. Pierre, and in the vicinity of the Côte St. Paul bridge many of the low-lying streets have been completely submerged. These conditions may in part be accounted for by the unusually rapid run-off of the winter's snow due to an exceptionally severe winter without thaws.

When the canal was unwatered recently it was discovered that a leak had developed from the bed of the canal downwards and up through the floor of the inverted siphon culvert which conveys the waters of the St. Pierre river under the canal at a point about one mile east of the Côte St. Paul bridge. Steps are now being taken to make all necessary repairs before the opening of the navigation season. For this purpose the river will be temporarily diverted into the canal and all three channels of the siphon pumped out.

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SOULANGES CANAL

No interruptions in the navigation of this canal have been suffered in the past year. Only one piece of heavy construction work, the building under contract of an interlocking steel pile cut-off and concrete apron immediately above the guard gate and regulating weir of Lock No. 4, has been undertaken. This work is now about half completed. Among small repairs carried out may be mentioned the stoppage of a leak which had developed in the concrete wall at the foot of Lock No. 2, the rebuilding in concrete of the slopes between Locks Nos. 1 and 2, and the installation of an automatic gauge for the Naval Service Department.

CORNWALL CANAL

This canal, with the exception of four short interruptions due to accidents, was open to traffic for a period of eight months. On 15th August the steamer *Aztec*, while passing through Lock 17 and eastbound, surged back when the lock was nearly empty, carrying away the upper gates. The rush of water from the upper lock which followed carried the vessel through the lower gates into the basin below. Beyond considerable damage being done to the earth slopes, the effects of this accident were not serious and the locks affected were again in operation by the following evening. The other accidents which occurred were of a minor nature.

A contract was let in 1919 for the removal of the present old timber wharf at Cornwall and its replacement by a mass concrete retaining wall 275 feet long, with the necessary back filling. The excavation and removal of the old wall had been practically completed when the canal was unwatered in the spring and by the close of the fiscal year a start had been made on the concrete work. On the north side of the upper entrance to Lock 18 it is proposed to construct a mass concrete pier extending 175 feet westward, and a contract for this work was let at the close of the navigation season. The preparation of the foundation has just been completed, and the placing of the concrete is now in progress. Of lesser improvements, which have been carried out in the past season, may be mentioned the laying of about 700 feet of stone protection wall along the left bank of the canal below Lock 18, the placing of concrete slabs on both sides of the walls of Locks 15 and 17 to prevent earth erosion from the hawsers of large vessels, and the rebuilding of a considerable portion of the masonry of Lock 21.

FARRAN'S POINT CANAL

In October, 1919, work was commenced on a contract for the rebuilding of the north pier at the upper entrance to the canal. Progress on this work was considerably retarded on account of labour troubles. Up to the present all the old cribwork has been removed and a number of concrete blocks for the new wall have been constructed. It is expected that the work will be completed by the end of next July. Other repairs and improvements made on this canal were of a minor nature.

RAPIDE PLAT CANAL

The work of rebuilding the north lower entrance pier, referred to in last year's report, was completed in May, 1919. This pier is 500 feet long and 25 feet wide, is constructed with outer concrete walls with a back-filling of stone and is equipped with cast-iron mooring posts and reinforced concrete poles to carry electric light wires. Of lesser improvements made may be mentioned the reinforcing of the high earth slope on the north side of the canal by the construction of a low earth embankment faced with stone protection.

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GALOPS CANAL

In July, 1919, a contract was let for the rebuilding in concrete of the timber portion of the lower entrance pier at Lock 25. The work was satisfactorily completed early in October. This pier is 460 feet long and 19 feet wide. The outer concrete walls are back-filled with stone and floored with 9-inch concrete slabs. In addition to the foregoing, various lesser improvements were carried out, such as the repairing of the stone protection along the south bank of the Iroquois section, the remetalling of the main highway west of Iroquois, and the construction of reinforced concrete electric light poles.

MURRAY CANAL

This canal, which is an open waterway 80 feet in width, with 12 feet depth at low water, across the isthmus of the Prince Edward County peninsula, connecting the bay of Quinte with lake Ontario, is without locks. No special work was required in the maintenance of this canal during the past season.

WELLAND CANAL.

This canal was in operation during the entire navigation season without any serious delays through accidents or other causes. The number of vessels passing through the canal showed an increase of about 5 per cent over the record of the previous year.

New Canal.—The principal improvements and repairs made during the year were as follows: On the easterly bank of the canal the concrete roadway between Feeder Junction and Ramey's Bend was finished for a length of about $1\frac{1}{2}$ miles. At St. Catharines a reinforced concrete highway bridge was constructed to replace the wooden bridge on the line of Ontario street near Lock 2. The area between the entrance piers at Port Dalhousie was dredged to a level 3 feet below that of Lock 1. Wooden floor systems on a number of bridges were renewed. A portion of the wooden dock at Port Colborne was repaired with mass concrete.

Old Canal.—Certain necessary repairs were made to underwater structures. A stone retaining wall between Locks 24 and 25 was built in concrete. Reinforced concrete bridges were constructed over the canal at Keefer's Crossing, Thorold and Merritton, replacing wooden bridges which had fallen into disrepair. A new wooden bridge was constructed at Merritton to accommodate increased traffic.

Canal Feeder—The lower face of the apron of the Dunnville dam was piled and the face protected by a reinforced concrete slab, the area behind being stone filled. The concrete piers at the Dunnville dam bridge, which had to be rebuilt after the unusual freshet of 1918, were completed as also the reinforced concrete apron between the piers. The spring run-off this year passed off without unusual conditions.

Port Colborne Elevator.—On the 9th August, 1919, an explosion of dust occurred in the elevator through which ten men lost their lives and very considerable damage resulted to the structure. Since this date no grain has been handled. The records up to the time of the explosion, however, were very satisfactory, the net earnings being but 7 per cent less than those of the entire 1918 season. The work of salvaging the grain and restoring the structure has been in the hands of a commission.

WELLAND SHIP CANAL.

Owing to the extreme difficulty experienced in carrying on construction operations under war conditions, work on the canal was discontinued in March, 1917, and only resumed again two years later, preparations with this end in view having been commenced shortly after the cessation of hostilities in November, 1918.

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For a detailed account of the various works which it is proposed to undertake in the carrying out of this work, it will be necessary to refer back to the report of the engineer in charge contained in the annual report of this department for the fiscal year 1913-14, page 359. In the present report therefore a brief resumé of the general scheme involved may not be out of place.

The proposed ship canal leaves lake Ontario at the mouth of Ten Mile creek, about three miles east of Port Dalhousie, follows an entirely different route from the present canal as far west as Allansburg, about half-way across the peninsula, and from here proceeds along the course of the present canal to Port Colborne on lake Erie. The total distance traversed from lake to lake will be 25 miles. The difference of level between the two lakes, 325½ feet, will be overcome by seven lift locks, each having a lift of 46½ feet. The locks are to be 800 feet long and 80 feet wide in the clear and will provide a depth of 30 feet of water over the mitre sills. The width of the canal prism is to be 200 feet. A new breakwater, now under construction, will be built at Port Colborne, extending 2,000 feet farther into the lake than the present breakwater. Extensive harbour works are contemplated for the lake Ontario entrance at Port Weller. For purposes of construction, the canal is divided into nine sections of contracts numbered from the lake Ontario end. During the past fiscal year, work has been carried on on sections 1, 2, 3, and 5.

Following is a brief summary of the work which has been in progress on the various sections during the past fiscal year:—

Section No. 1.—Under the original contract, surrendered in 1917, about 87 per cent of the dredging, 77 per cent of the land excavation, and 67 per cent of the concrete work had been completed. During the past fiscal year, dredging operations were resumed in Port Weller harbour and carried on during the entire 1919 season. Considerable work was done on the dock wall, the concrete cribs for which had been sunk in position under the original contracts. Concrete work was resumed on Lock No. 1, which at the close of the season was nearly three-quarters completed. The upper and lower entrance piers are well advanced towards completion. At Bridge No. 1 a good start has been made on the five piers and on the east abutment.

Section No. 2.—About 77 per cent of the excavation on this section and 30 per cent of the concrete work were completed under the original contract. The construction railway, between Port Weller and Merritton, the rails on which had been removed and sold on the closing down of work, was put into commission again early in the season. Concrete work was resumed at Lock No. 2 and 26,000 cubic yards were placed during the year 1919. More than 3,000 square yards of concrete slab protection were laid along the slopes of the canal prism. At Queenstown Road bridge the east abutment had been carried into the canal by a landslide in 1917. The displaced abutment was broken up and removed and the slopes of the canal flattened to a three to one slope as a precaution against possible future slides. Excavated material amounting to nearly 80,000 cubic yards was disposed of on the Port Weller embankments.

Section No. 3.—On the closing down of the work in 1917 slightly more than half the total excavation required on this section had been completed and a small amount of concrete work. Owing to labour troubles the work on this section was greatly retarded, and on the 11th September, 1919, it was found necessary to close down all construction work. Of the work performed during this time, the following may be mentioned: About 230,000 cubic yards of earth and 6,500 cubic yards of rock were removed and deposited at Pond No. 6. Between the guard gates and Lock No. 7, the earth excavation was completed. The east wall was finished to coping level between the guard gates and the weir and a commencement made on the foundations of the west wall. A small amount of excavation work was done at Lock No. 7. At Pond No. 6, a concrete core wall was constructed for a length of about 500 feet. The rock-crushing

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plant, which had been completely dismantled, was again put into commission and about 14,000 tons of rock were crushed.

Section No. 5.—Up to the time of closing down in 1917, there had been performed on this section about 70 per cent of the excavation and 15 per cent of the concrete work. Dipper dredges operated throughout the 1919 season and removed about 317,000 cubic yards of material. The concrete slab protection along the west side of the canal was completed between Allansburg and Port Robinson. The west abutment of Bridge No. 13 at Port Robinson was completed in 1919.

During the past fiscal year labour troubles on various parts of the canal have been almost continuous, and as a result, the progress made on the work has been much less satisfactory than could have been desired.

SAULT STE. MARIE CANAL

During the past fiscal year, this canal was in operation for the entire navigation season. While the freight traffic through the canal showed a decrease of 68 per cent in tonnage from the preceding year, the passenger traffic increased by 53 per cent. The reduction in freight traffic may be ascribed both to a falling-off in trade and to the opening of an additional lock in the American canal. Taking both the Canadian and American canals into consideration, however, the registered tonnage of Canadian vessels passing the St. Marys river shows an increase of 22 per cent over last year's figures.

Minor accidents only occurred during the year such as interfered with traffic to but a slight extent. In the month of May a scow-load of gravel became overturned close to the north pier. The gravel spread out sufficiently to form no obstruction to traffic. In August the Canadian Pacific Railway's swing bridge over our canal became wedged on its bearings owing to breaking of some of the rollers. Traffic was obstructed for only a few hours and was diverted to the American canal.

The renewal of the top of the lower south pier was practically completed last season. This work had been in progress for several years.

ST. ANNES LOCK.

This lock was in operation during the entire season. No extensive repairs were found necessary.

CARILLON AND GRENVILLE CANALS.

The operation of these two canals was continued without interruption throughout the entire season of navigation. At the Carillon canal the northeast pair of the lower entrance to Lock No. 1 was rebuilt, the work being performed under contract. The gates at Lock No. 4 were rebuilt.

RIDEAU CANAL

Navigation was maintained during the season throughout the entire length of the canal except for the obstruction to traffic, which occurred about the beginning of October at Poonamalie lock due to a fall in the level of Rideau lake. This may readily be ascribed to the effects of an unusually dry season. The dry summer was followed by an exceptionally cold winter without thaws and the level of the water at Poonamalie lock fell below all previous records. Considerable inconveniences was experienced in some of the towns along the river on account of the lack of water for power and domestic purposes. The spring freshets have been light and the ice which has not yet gone out is unusually thick. Trouble, however, is not anticipated from this source as the volume of water is below normal.

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The number of lockages last year showed an increase of nearly 20 per cent over those of 1918.

Among the more important repair and improvement works carried out in the past year, the following may be mentioned: At Ottawa lock station the chamber walls of Lock No. 4 were rebuilt in concrete. Portions of the wharves round the canal basin were renewed and a new floor was laid at Bronson avenue bridge. Between this bridge and the Canadian Pacific Railway swing-bridge, the roadway along the dam was raised and repaired. At Hartwell's lock station the gates in the lower lock were renewed. Repairs are now being made to the dry wall below the locks, it being intended to replace the present wall in concrete. The tow-path was tarviated from the railway swing-bridge to Hogsback locks. The upper gates of the upper lock at Hogsback station were renewed and a portion of the retaining wall below the dam was rebuilt. At Long Island lock station the entire east side of the lower lock was taken down and rebuilt in cut stone, and below the lock the shoal was dredged, the excavated material being placed on the eroded banks of the back channel. A new floor was laid at Wellington bridge and the railing on the east approach renewed. At Nicholson's lock station a new timber approach was constructed at the south side of the swing-bridge. A new floor was laid at the Snye bridge at Merrickville locks. At Old Slys lock station the bridge below the waste weir was rebuilt and the old timber piers were taken down and replaced in concrete. Considerable repairs were made at Smith's Falls combined lock station. The flooring of the swing-bridge was renewed and repairs made to the turntable. The upper gates of the lock were renewed and the cribwork along the basin replaced by new timber. At the detached lock the top of the lay-by pier was renewed. The masonry of both locks at Beveridge's was extensively repaired below water level. On the Perth branch blasting operations were continued with a view to still further easing the ice-jams which occur at freshet times. The success of these operations is now assured. The wooden culvert at Craig street bridge was replaced by a concrete pipe. At the Narrows lock the old lock-house stable was taken down and replaced by a frame building on a concrete foundation. About 150 feet of the breakwater crib at Wolfe Lake dam was rebuilt and stone filled. At Newboro lock both lay-in piers were taken down to low water and rebuilt and replanked. The timber waste weir at Davis's lock was replaced in concrete. Extensive repairs were made to the masonry of the upper lock, and the wing walls at Jones Falls lock station. A concrete wall was constructed to take the place of the cribwork along the roadway from the swing-bridge and a similar wall was built between the upper lock at the lockmaster's dwelling. At Upper Brewer's lock station, the timber bridge across the waste water channel was rebuilt. At Lower Brewer's lock the old timber waste weir was renewed in concrete and considerably increased in area. A variety of small repairs were performed at Kingston Mills lock station. The widening and deepening of the cut above Hartwell's locks was completed during the summer by the dredge *Tay*. The tugs *Agnes* and *Loretta* were in commission during the entire season of navigation.

ST. OURS LOCK

This lock was in continuous operation. No repairs beyond those required for regular maintenance were found necessary.

CHAMBLY CANAL

No interruptions to traffic occurred on this canal at any time during the navigation season. A portion of the Government wharf at St. Johns was renewed in concrete, the work being carried out under contract. Two new gates were constructed at Lock No. 9. A large variety of lesser maintenance repairs was attended to.

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TRENT CANAL

The route of the Trent canal, as now in operation or under construction lies between Trenton, on the bay of Quinte, where direct connection is made with lake Ontario, and Honey harbour, on Georgian bay, from which the waters of the Great Lakes are at once accessible. The canal is made up of a series of lakes and rivers connected by relatively short lengths of artificial cuttings. Connection between the water levels of the various reaches is effected by locks. The route may be briefly described as follows: Between Trenton and Rice lake the canal follows the line of the Trent river. Passing through Rice lake it enters the Otonabee river the route of which is followed to its source in Katchiwano lake. From this lake the line of the canal passes in succession through Clear lake, Stoney lake, Lovesick lake, Buckhorn lake, Pigeon lake, Sturgeon lake and Cameron lake to the west side of Balsam lake. From here a connection is made by an artificial cutting with a small lake about two miles westward, and from the latter lake another cutting makes connection with Cranberry lake. From the south end of Cranberry lake connection is made with lake Simcoe by another artificial cutting. Passing through lake Simcoe the route of the canal continues to Washago, at the head of lake Couchiching. A short cutting connects this point with the Severn river, the line of which is followed to the Georgian bay outlets at Honey harbour and Port Severn. From Trenton the canal rises to a summit at Balsam lake, the level of which is about 597 feet above that of lake Ontario. From Balsam lake to Georgian bay there is a fall of 262 feet. Between Trenton and Washago the canal has been practically completed and has been open to traffic since June, 1918, or for a distance of 203.6 miles. On the westerly portion of the route of the canal, or between lake Couchiching and Georgian bay, various works are under construction a description of which will be found under a subheading farther on in this report. When completed the total length of the canal from lake to lake will be about 236 miles.

CANAL IN OPERATION

As already stated in last year's report, that portion of the Trent canal which lies between Trenton and Rice lake was formally opened for traffic on June 3, 1918. The extent of the canal now in operation may therefore be stated as 203.6 miles, or between Trenton and Washago at the head of lake Couchiching. In addition to this is maintained the Lindsay Branch, 30 miles in length, and various other channels aggregating in all about 60 miles. The total extent of canal and canalized waterways maintained in operation is therefore slightly over 300 miles.

Of the various repairs and improvements effected during the year, the following may be noted: The approach to Lock No. 20 was deepened and widened by the dredge *Penelon*. Dredging was also done at the George Street wharf, Peterborough, at Robinson's Island bar and at T.A.S. bar. The total amount of work preformed by this dredge during the season would approximate 24,000 cubic yards. On the west side of the canal near the Peterborough lift lock, a timber shed 30 feet by 80 feet was erected and the pile centre pier in the reach below the lift lock was replaced by a concrete pier. Preparations have been made for the reconstruction of the Mississauga dam, a large amount of materials having been shipped to the site. Work was resumed on the reconstruction of the west dam at Redstone and completed in February last. Preliminary arrangements have been effected for construction work to be undertaken at Drag Lake dam. In addition to the foregoing a large variety of smaller works of construction and maintenance repairs were attended to.

CANAL UNDER CONSTRUCTION

The portion of the canal now under construction lies, as already noted, between Washago, at the head of lake Couchiching, and Honey harbour and Port Severn on

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Georgian bay, and is known as the Severn Division. This division is for convenience subdivided into four sections, namely, the Port Severn Section, from Port Severn on Matchedash bay to Gloucester Pool; Section No. 1, from Honey harbour to the Big chute on the Severn river; Section No. 2, extending from the last named point up the Severn river to MacDonald's chute; and Section No. 3, from MacDonald's chute to the head of lake Couchiching.

Port Severn Section.—During the past fiscal year no new work was performed on this section. The lock and dams at Port Severn, the principal works on this section, have already been completed.

Section No. 1.—The length of this section is about 17 miles. The work to be undertaken consists in the construction of three locks at South Honey harbour, Little chute and Big chute, respectively, together with several regulating dams and core dam. A large amount of granite rock excavation in the river and lake channels, canal prisms and lock pits will also be included in the work. A contract for the work was let in January, 1919, and a considerable amount of preliminary work was carried out in the ensuing three months. During the fiscal year among the more important works completed or in progress the following may be noted: The construction of the Marine Railway at Swift rapids, the construction of core walls "A," "B," and "C," near the Big Chute lock, all of which have been practically completed, the excavation of over 5,000 cubic yards of solid rock from Little Chute lock pit, the construction of White's Portage dam, and the installation of a telephone line from Big chute to Swift rapids.

Section No. 2.—The contract which had been awarded the Inland Construction Company in April, 1914, for work on this section was cancelled by an agreement with the department drawn up in June, 1919. No work on this contract had been performed. The greater part of the contractors' plant was taken over by the department and transferred to Section No. 1. One of the principal items covered by the contract had been the construction of a high-level bridge at Ragged rapids for the Canadian Northern Railway. All the steel work for this bridge had been fabricated by the Dominion Bridge Company and stored in readiness for the completion of the substructure; the old bridge was falling into disrepair and the department therefore decided in September, 1919, to proceed by day labour with the construction of the pier and two abutments. By the end of November, 1919, the work performed included the partial construction of the north abutment, all the excavation for the centre pier, preliminary excavation for the river channel, and the delivery of the greater part of the materials of construction. Up to the close of the fiscal year, no further work had been performed.

Section No. 3.—This portion of the canal extends from deep water in lake Couchiching to the easterly end of Section No. 2, a distance of $15\frac{1}{4}$ miles. The work to be performed consists in the construction of one lock of 20-feet lift, a diversion of the Canadian National Railway, two highway swing-bridges, one highway fixed bridge, one railway swing-bridge, several control dams, and a large amount of rock and earth excavation. In January, 1919, a new contract for the work was entered into with the Randolph Macdonald Company, their contract of 1914 having been surrendered on account of war conditions. At the close of the fiscal year work had progressed on this contract as follows: The Couchiching lock near the Severn river had been completed, various regulation works had been constructed on the Severn river in Washago village, a large amount of rock excavation both in the canal prism and in submarine operations had been performed, and the Canadian National Railway diversion had been practically completed.

On that portion of the canal which has since June, 1918, been in regular operation, or between Trenton and Washago, a few small pieces of work were performed by the

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construction forces. These included chiefly the re-flooring of bridges at Queensville road and Yonge street on the Holland River Division, and preliminary work in connection with the construction of a new lock at Bobcaygeon.

ST. PETER'S CANAL

This canal, which was reconstructed between the years 1912 and 1917, has been in continuous operation throughout the year. The canal was opened for navigation on April 10, 1919, and closed on January 3, 1920. A total of 1,877 vessels made use of the canal during the open season.

The work of replacing the old wooden swing-bridge over the canal by a steel span, under contract with the Maritime Bridge Company, which was begun in 1918, was completed and the bridge opened to public traffic. Extensive repairs were made to the freight-sheds at both canal entrances. The old crib wharf at the Atlantic entrance, which had been damaged late in the season by a heavy storm, was put in thorough repair.

The winter of 1919-20 was the most severe which had been experienced in Cape Breton for many years and the work of keeping gates and machinery clear of ice was practically continuous. No damage, however, resulted from this source.

ENLARGEMENT OF THE ST. LAWRENCE CANALS

For many years the question of the ultimate enlargement of the St. Lawrence Canal system between lake Ontario and Montreal has been studied by the engineers of this department, and much data relating thereto has been obtained.

During recent years, the work of completing definite plans for such an enterprise, became necessary in order to enable us to deal intelligently with proposals, by private corporations, for the development of isolated water-powers which might seriously conflict with any reasonable development of the navigation and power potentialities of the river as a whole. Under this impetus, plans were evolved for a comprehensive development of the upper section of the river.

During the past season, two boring parties have continued the investigation of sub-surface conditions on the sites proposed for structures, and one survey party has been employed obtaining information to supplement that already compiled from records here in the department.

A small office staff has been employed throughout the year in the preparation of plans for this work, and the chief engineer of the department is endeavouring to reach an agreement with a United States engineer who has been appointed by that Government to prepare plans for this undertaking with the hope of submitting a joint report to the International Joint Commission, to whom this undertaking has been referred.

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CANAL TRAFFIC

The following are the principal features of the canal traffic during the season of 1919.

Canals.	1919 Compared with 1918.		
	Tons.	Increases.	Decreases.
<i>Welland.</i>			
Total freight moved.....	2,170,779		3,519
Agricultural products.....	778,449	490,463	
Petroleum.....	147,449		10,557
Forest products.....	91,682		32,297
Coal.....	986,246		416,112
Sand and stone.....	63,830		57,290
Total freight west (up).....	188,463	6,543	
“ “ east.....	1,982,316		10,062
“ “ west and east.....	2,170,779		3,519
“ “ in Canadian vessels.....	1,752,577	395,012	
“ “ in United States vessels.....	418,202		201,408
“ “ to United States ports.....	18,636		71,700
Total grain through to Montreal.....	757,747	501,438	
<i>St. Lawrence River Canals.</i>			
Total freight move.....	2,891,619		139,515
Agricultural products.....	792,563	462,760	
Forest products.....	449,697	52,019	
Coal.....	1,315,564		659,432
Total through freight east (down).....	2,116,464		278,285
“ “ west.....	372,824	25,937	
“ “ east and west.....	2,489,288		252,348
<i>Ottawa River Canals.</i>			
Total freight moved.....	218,438	51,268	
Forest products.....	114,355	29,815	
Sand and stone.....	76,220	23,085	
<i>Chambly.</i>			
Total freight moved.....	242,961		126,225
Forest products.....	123,042		96,345
Coal.....	95,641	5,272	
<i>Rideau.</i>			
Total freight moved.....	103,539	49,403	
Forest products.....	13,234	5,856	
Sand and stone.....	70,021	39,656	
Coal.....	4,536	858	
<i>St. Peter's.</i>			
Total freight moved.....	64,879	5,163	
Coal.....	41,159	691	
<i>Murray.</i>			
Total freight moved.....	108,250	63,515	
<i>Trent.</i>			
Total freight moved.....	52,953		11,940
Forest products.....	47,079		12,288
<i>Sault Ste. Marie.</i>			
Total freight moved.....	4,138,085		8,775,626
Coal.....	281,373		664,673
Iron ore.....	1,890,614		8,311,866
<i>Number.</i>			
Wheat moved bushels.....	25,298,933		7,009,669
Other grain moved, bushels.....	23,303,205	12,566,403	
Flour moved, barrels.....	3,200,050	1,630,736	
Lumber moved, feet, board measure.....	3,903,000		1,084,800
Passage of vessels.....	4,069		990
Lockages.....	3,174		860
<i>All Canals.</i>			
Total freight moved, tons.....	9,995,266		8,888,353
Total passengers carried, number.....	291,800	79,649	
	Tons.		

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REPORT OF A. W. CAMPBELL, M.E.I.C., COMMISSIONER OF HIGHWAYS

CANADA HIGHWAYS ACT

The Canada Highways Act, assented to on the 7th July, 1919, is designed to encourage the construction and improvement of highways by authorizing the payment, out of consolidated revenue fund of Canada, of the sum of \$20,000,000 during the period of five years from the first day of April, one thousand, nine hundred and nineteen.

The amount of this appropriation to which each of the provinces is entitled, under the Act, is as follows:—

Province	Amount
Prince Edward Island.. . . .	\$ 603,455
Nova Scotia.. . . .	1,468,720
New Brunswick.. . . .	1,163,845
Quebec.. . . .	4,748,420
Ontario.. . . .	5,877,275
Manitoba.. . . .	1,602,265
Saskatchewan.. . . .	1,806,255
Alberta.. . . .	1,477,810
British Columbia.. . . .	1,251,955

The highways to which aid is granted are to be constructed or improved in accordance with the terms of an agreement to be made by the minister with the Government of the provinces; such agreement to be approved by the Governor in Council and to contain such provisions as to location, cost, description, specifications, time and method of construction, supervision, and other particulars, as are necessary to protect the public interest. The amount of aid granted is forty per centum of the amount which, in the opinion of the minister, is the actual necessary and reasonable cost of the construction or improvement of such highway.

The Governor in Council is authorized to make such regulations as are deemed advisable for giving effect to the objects and purposes of the Act. The Act is being administered by the Department of Railways and Canals, through a commissioner. An Honourary Advisory Highway Council of three members was appointed to assist in the development of the policy to be followed in the organization of the necessary staff. The Minister of Railways and Canals is chairman of such council.

.After meeting with representatives of the several provinces and giving the whole subject much careful consideration, the Advisory Council prepared and submitted for approval a draft of such regulations as in their opinion would be most suitable to meet the conditions and requirements of the different parts of the country and carry out the spirit and intention of the Act. These regulations were approved by Governor in Council and published in the *Canada Gazette* on the 13th day of December, 1919.

The chief conditions laid down are that the highways to be aided shall comprise such main and market roads as have been designated by the provinces, with a view to encouraging production and stimulating trade and commerce, and as shall be approved by the minister; and that the expenditures called for, under the Canada Highways Act, should supplement the usual amounts granted and devoted to the construction and improvement of highways by the province itself; that, before any agreement be made with respect to any road to be improved, there should be furnished to the minister by the province a statement setting forth a programme for construction or improvement of a system of highways in the province within the five-year period and towards which the Federal grant shall be applied. This statement to be accompanied by a general map of the proposed programme bearing the approval of the Provincial Government and its Highways Department.

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The programme map to include:—

1. Roads having greatest local agricultural and commercial importance.

2. Roads having both local and general importance, and that these programmes should be so adjusted and arranged that the whole, when co-related, would form, as far as possible, a general system of interprovincial highways; that applications for specific portions of these roads might then be made from time to time as the necessary information was secured and arrangements made by the provinces for carrying out the work. These applications to be embodied in project statements and to contain the following information:—

- (a) The purposes the undertaking will serve, and why it is in the public interest;
- (b) The character and extent of traffic, present and prospective, on the road;
- (c) How the undertaking relates to the provincial programme;
- (d) A statement of the type of construction or improvement it is proposed to make, together with a report of the engineer of the Provincial Highways Department endorsing the adoption of the proposed type and the design thereof as being the most economical and practicable in the public interest, his reasons therefor, and a full explanation of any special or unusual features thereof;
- (e) The administrative control of and responsibility for the undertaking;
- (f) The source and method of procuring the necessary money for the undertaking and the extent to which interested municipalities contribute thereto;
- (g) Plans in standard form to be prescribed by the minister and in detail following accepted engineering practice, together with a sketch map showing the position of the proposed project on the general programme map of the province;
- (h) Specifications in standard form to be prescribed by the minister setting forth the proposed type and method of construction, materials to be used, and other essentials, in such detail as to afford complete knowledge of all steps to be taken in carrying out the project;
- (i) Copies of the form of contract to be used, together with all documents referred to therein or made a part thereof; and
- (j) Estimated cost of the project, giving a schedule of quantities and the estimated cost of each item in detail.

It was thought advisable not to include in the cost of the work right of way and incidental damages, bridges, viaducts, subways, exceptional grade separation, provincial overhead and administrative expenses, the making of surveys, plans, specifications and estimates, or any engineering expenses incident to the project prior to the beginning of actual construction; the cost of culverts up to 20-foot span, however, to be allowed; the whole of the work to be done by the province under the direction and supervision of the Provincial Highway Department, and to include adequate inspection of work by competent engineers throughout the course of construction, and all work towards which Federal aid is applied is to be inspected and approved by engineers of this department, and all accounts to be subject to audit by the department.

Each agreement is to contain an undertaking by the province to maintain the work so aided up to the standard of construction of each particular class of completed highway.

After the regulations had been promulgated, the different provinces undertook the preparation of the necessary programme plan of the general system of road called for. None of these were completed prior to the close of the fiscal year, 1919-20, though shortly thereafter each of the provinces filed the necessary general programme plan, which were all found satisfactory, and work has this season been carried on in accordance with these. Full details of such work will be included in the annual report for 1920.

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REPORT OF THE DEPARTMENTAL ACCOUNTANT

SUMMARY.

GENERAL SUMMARY of the Expenditure and the Revenue for the Fiscal Year ending March 31, 1920, and previous years.

I.—EXPENDITURE.		\$	cts.	\$	cts.
Total expenditure for the year as per statements following pages 4 to 26.	.....			69,778,274	85
This expenditure is divided as follows:—					
Total expenditure on Railways for the year including Quebec Bridge and Railway Subsidies, pages 7 and 8.....		60,505,230	49		
Total expenditure on Canals for the year, page 9.....		6,995,152	94		
General expenditure common to both Railways and Canals, for the year, page 9.....		2,277,891	42		
				69,778,274	85
The grand total of the expenditure to March 31, 1920 on Railways and Canals, as shown on page 23 of this report, amounts to.....				1,137,241,578	52
This expenditure is divided as follows:—					
Grand total expenditure on Railways, including Quebec Bridge and Railway Subsidies.....		951,008,438	13		
Grand total expenditure on Canals.....		178,427,952	67		
Grand total general expenditure, common to both Railways and Canals.....		7,805,187	72		
				1,137,241,578	52
II.—REVENUE RECEIVED.					
The revenue from both Railways and Canals for the fiscal year amounts to.....				41,844,254	38
Revenue from Railways.....		41,402,061	36		
Revenue from the Canals.....		442,193	02		
				41,844,254	38
The grand total of the revenue to March 31, 1920, on Railways and Canals amounts to (see page 19).....				372,962,029	85
Grand total of the revenue from the Railways.....		355,052,042	39		
Grand total of the revenue from the Canals amounts to.....		17,909,987	46	372,962,029	85

The sundry classifications of the expenditure and the revenue are shown on pages 4 to 10 for the fiscal year and page 23 for the expenditure previous to Confederation and since. Further details on the expenditure will be shown in the report of the management of the Canadian Government Railways, Appendix II.

The principal expenditures during the fiscal year were as follows:—		\$	cts.
Working expenses, Canadian Government Railways.....		48,194,709	86
Construction and betterments, Canadian Government Railways.....		6,543,069	97
Welland Ship Canal, construction.....		3,517,590	71
International Railway of New Brunswick, purchase price.....		2,676,901	05
Canals, expenditure on.....		2,066,522	34
Miscellaneous railway equipment, vote 96.....		1,853,207	67
Rolling Stock, Canadian Government Railways.....		1,587,769	31
Trent canal, construction.....		1,052,310	96
Quebec and Saguenay Railway, construction.....		549,771	63
“ “ “ “ equipment.....		21,227	69
War appropriation.....		391,688	13
Restoration of Port Colborne elevator.....		349,905	01
Railway subsidies, statutory.....		334,845	55
Canadian Northern Railway, purchase of balance of capital stock.....		266,666	66
Railway Commission, maintenance.....		184,452	63
Right of way claims, National Transcontinental Railway.....		130,054	21
Surveys and inspection railways.....		77,894	82
Railway Commission, statutory.....		57,889	26
St. Martin's Railway, purchase price.....		48,750	00
Workmen's Compensation Act.....		23,275	53
Hudson Bay Railway, construction.....		17,671	02
Expenditure, Grand Trunk Railway acquisition.....		14,930	55
York and Carleton Railway, purchase price.....		13,500	00
Railway Grade Crossing Fund.....		12,359	74
General—Sundries less various credits.....		45,470	70
Total.....		70,032,435	00
Less credits as follows:			
Quebec Bridge: Sale of material to Canadian Northern Railway.....	\$	880	65
Hudson Bay Railway: Sale of material to Canadian Northern Railway.....		253,279	50
		254,160	15
Net Expenditure.....		69,778,274	85

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EXPENDITURE.

GENERAL STATEMENT of Expenditure during the Year ending March 31, 1920.

	\$	cts.	\$	cts.
TOTAL EXPENDITURE—as per statements, pages 7, 8 and 9.....			69,778,274	85
Expenditure chargeable to Railways.....	59,796,357	86		
“ “ Railways, general.....	374,907	73		
“ “ Quebec bridge.....	*880	65		
“ “ railway subsidies..	334,845	55		
Total expenditure, railways.....			60,505,230	49
Expenditure chargeable to canals.....	6,782,763	89		
“ “ canals, general.....	212,389	05		
Total expenditure, canals.....			6,995,152	94
General expenditure.....	2,277,891	42	2,277,891	42
Total expenditure.....			69,778,274	85
CLASSIFICATION OF EXPENDITURE IN GENERAL—				
Capital account.....	18,025,040	24		
Revenue account.....	49,820,684	87		
Income account.....				
Consolidated Fund (railway subsidies) income.....	334,845	55		
Total expenditure.....				
CLASSIFICATION OF EXPENDITURE BY ACCOUNTS—				
Railways—				
Capital expenditure—Railways.....	11,593,148	00	11,593,148	00
“ “ General.....				
Revenue expenditure—Railways.....	48,194,709	96		
“ “ Railways, general.....	8,500	00	48,203,209	86
Income expenditure—Railways, general.....	374,907	73	374,907	73
Quebec Bridge—				
Capital expenditure—Quebec bridge.....	880	65	*880	65
Railways Subsidies—				
Consolidated Fund—Railway subsidies.....	334,845	55	334,845	55
Total expenditure, Railways, \$60,505,230.49.				
Canals—				
Capital expenditure—Canals.....	4,579,565	22	4,579,565	22
Income “ Canals.....	743,877	26		
“ “ Canals, general.....	54,235	45	798,112	71
Revenue “ Canals staff.....	745,986	58		
“ “ Canals staff, general.....	114,575	98	860,562	56
“ “ Canals repairs.....	713,334	83		
“ “ Canals repairs, general.....	43,577	62	756,912	45
Total expenditure on Canals, \$6,995,152.94.				
General Expenditure Capital account.....	1,853,207	67		
“ “ Income account.....	424,683	75	2,277,891	42
Total expenditure.....			69,778,274	85

*The figures in Italics denote credits against previous expenditure.

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REVENUE.

GENERAL STATEMENT of the Revenue received during the Year ending March 31, 1910.

	\$	cts.	\$	cts.
TOTAL REVENUE RECEIVED DURING FISCAL YEAR.....			41,844,254	38
Revenue from railways.....	41,402,061	36		
" canals.....	442,193	02		
Total revenue as above.....			41,844,254	38
STATEMENT OF REVENUE RECEIVED, IN DETAIL—				
Railways—				
Intercolonial Railway, including New Brunswick and Prince Edward Island Railway.....	28,356,584	86		
International Railway of New Brunswick.....	176,916	92		
National Transcontinental Railway.....	11,647,082	11		
Prince Edward Island Railway.....	921,456	52		
Moncton and Buctouche Railway.....	50,340	54		
Elgin and Havelock Railway.....	22,388	82		
St. Martin's Railway.....	17,696	24		
York and Carleton Railway.....	9,111	15		
Salisbury and Albert Railway.....	59,549	16		
Total.....	41,261,126	32		
St. John and Quebec Railway.....	140,935	04		
Total revenue from railways.....			41,402,061	36
Canals—				
Welland Canal.....	75,295	76		
Welland Canal Elevator, Port Colborne.....	123,862	95		
Welland Ship Canal.....	4,510	00		
Lachine Canal.....	162,071	48		
Beauharnois Canal.....	14,816	15		
Cornwall Canal.....	39,335	15		
Williamsburg Canal.....	3,167	10		
Soulanges Canal.....	3,521	49		
Chambly Canal.....	725	00		
Carillon and Grenville Canal.....	845	00		
Rideau.....	9,144	11		
Trent Canal.....	4,338	71		
St. Peter's Canal.....	7	00		
Sault Ste. Marie Canal.....	115	00		
Murray Canal.....	244	00		
Ste. Anne Lock and Canal.....	194	12		
Chats Falls Canal.....				
Total revenue from canals.....			442,193	02
Total revenue received during fiscal year.....			41,844,254	38

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EXPENDITURE on Railways for year ended March 31, 1920.

Name of Railways.	Capital.	Income.	Revenue Working Expenses.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway.....	4,337,512 44	.....	30,697,723 74	35,035,236 18
New Brunswick and Prince Edward Island Railway.....	11,725 75	.....	*	11,725 75
Prince Edward Island Railway.....	186,802 03	.....	1,543,858 45	1,730,660 48
*International Railway of New Brunswick, purchase price.....	2,676,901 05	.....	.....	.....
International Railway of New Brunswick, construction betterments.....	90,611 84	*	496,742 39	3,264,255 28
National Transcontinental Railway.....	1,569,903 89	.....	14,632,451 71	16,202,355 60
Moncton & Buctouche Railway.....	62,201 72	.....	116,720 28	178,922 00
Salisbury & Albert Railway.....	85,478 13	.....	153,403 32	238,881 45
St. Martin's Railway—Purchase price.....	48,750 00	.....	.....	.....
Construction and betterments.....	41,632 76	.....	72,483 52	162,866 28
Elgin & Havelock Railway.....	24,230 24	.....	63,961 72	88,191 96
York & Carleton Railway—Purchase price...	13,500 00	.....	.....	.....
Construction and betterments.....	458 34	.....	29,755 99	43,714 33
Quebec & Saguenay Railway.....	803,384 63	.....	.....	803,384 63
—Misc. equipment, account.....	21,227 69	.....	.....	21,227 69
St. John & Quebec Railway.....	.....	.....	387,608 74	387,608 74
Hudson Bay Railway.....\$ 17,671 02	.....	.....	.....	.....
Less—Proceeds of sale of ties, timber and tele- graph materials to Canadian National Rlys.....	253,279 50	.....	.....	.....
.....	235,608 48	.....	.....	235,608 48
Canadian Northern Railway—Stock, balance of—Statutory.....	266,666 66	.....	.....	266,666 66
Canadian Government Railways—Miscel- laneous railway equipment.....	1,587,769 31	.....	.....	1,587,769 31
Total.....	11,593,148 00	.....	48,194,709 86	59,787,857 86
Quebec Bridge—Credit cheque from Cana- dian National Railways for services of Quebec Bridge engineers during March, 1919.....	880 65	.....	.....	880 65
Railway subsidies.....	334,845 55	334,845 55
	11,592,267 35	334,845 55	48,194,709 86	60,121,822 76

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EXPENDITURE on Railways for the year ended March 31, 1920—*Concluded.*

Name of Railways.	Capital.	Income.	Revenue Working Expenses.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>General on Railways.</i>				
Railway Commission, maintenance.....		184,452 63		184,452 63
Railway Commission, statutory.....		57,889 26		57,889 26
Commissioner of Highways.....		8,763 98		8,763 98
Surveys and inspections.....		77,894 82		77,894 82
Railway Grade Crossing Fund.....		12,359 74		12,359 74
Governor General's cars, attendance, etc....		4,977 75		4,977 75
Contribution to the International Association of Railways Congress.....		97 33		97 33
Contribution to the Faculty of McGill Univer- sity.....		2,500 00		2,500 00
Contribution to the Faculty of the Poly- technic School, Montreal.....		2,500 00		2,500 00
To provide for audit on behalf of the Govern- ment of any railway company in Canada.....		8,541 67		8,541 67
To provide for payment of expenses in con- nection with acquisition of the Grand Trunk and associated Railway Systems..		14,930 55		14,930 55
Compassionate allowances to families of deceased employees.....			8,500 00	8,500 00
		374,907 73	8,500 00	383,407 73
Grand total railways.....	11,592,267 35	709,753 28	48,203,209 86	60,505,230 49
<i>Miscellaneous.</i>				
War appropriation.....		391,688 13		391,688 13
Miscellaneous railway equipment.....	1,853,207 67			1,853,207 67
Printing and stationery.....		6,923 13		6,923 13
Costs of litigation.....		2,796 96		2,796 96
Workmen's Compensation Act, Chapter 15, Statutes of Canada, 1918.....		23,275 53		23,275 53
Total.....	1,853,207 67	424,683 75		2,277,891 42

*Included with the Intercolonial Railway, Working Expenses.

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EXPENDITURE on Canals for Year ended March 31, 1920.

Name of Canal.	Chargeable to Capital.	Chargeable to Income.	Chargeable to Revenue.		Total.
			Staff.	Repairs.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Carillon and Grenville.....		13,065 21	26,387 32	21,388 15	60,840 68
“ “ Exchequer Court awards, 1915-16.....	9,663 55				9,663 55
Chambly.....		11,953 04	38,256 88	51,217 06	101,426 98
Cornwall.....		25,153 55	85,421 31	47,305 99	157,880 85
Lachine.....		24,018 45	104,084 51	117,467 26	245,570 22
Murray.....		34 65	7,390 30	3,703 29	11,128 24
Rideau.....		2,646 83	66,877 80	102,140 94	171,665 57
Sault Ste. Marie.....			28,832 20	27,586 88	56,419 08
Soulanges.....		70,980 21	37,183 58	90,543 32	198,707 11
Ste. Anne Lock.....			4,482 85	5,337 92	9,820 77
St. Ours Lock.....			4,845 28	6,592 52	11,437 80
St. Peter's.....		8,093 59	4,611 03	201 43	12,906 05
Trent.....	1,050,798 13	77,251 36	97,218 42	63,343 48	1,288,611 39
“ Exchequer Court Award, 1915- 16.....	1,512 83				1,512 83
Welland.....		481,856 67	199,316 46	158,061 28	839,234 41
Welland Ship.....	3,499,963 35				3,499,963 35
“ Exchequer Court Award 1915-16.....	17,627 36				17,627 36
Williamsburg.....		28,823 70	41,078 64	18,445 31	88,347 65
	4,579,565 22	743,877 26	745,986 58	713,334 83	6,782,763 89
<i>General on Canals.</i>					
Dredge vessels, Quebec canals.....				9,083 75	9,083 75
Dredge vessels, Rideau canal.....				28,965 25	28,965 25
Statistical officers.....			36,360 27		36,360 27
Sunday labour.....			58,353 00		58,353 00
Surveys and inspections.....		45,411 53			45,411 53
<i>Quebec Canals.</i>					
Maintenance.....			17,862 71		17,862 71
Hungry Bay dyke.....				5,528 62	5,528 62
<i>Miscellaneous.</i>					
Civil Service Amendment Act, gra- tuities to dependents of deceased employees.....		8,823 92			8,823 92
Compassionate allowance to Mrs. George Peterkin, mother of the late Herve Bazinet.....			500 00		500 00
Compassionate allowance to widow of the late Louis Couture.....			1,500 00		1,500 00
Total.....		54,235 45	114,575 98	43,577 62	212,389 05
Grand total.....	4,579,565 22	798,112 71	860,562 56	756,912 45	6,995,152 94

RECAPITULATION OF EXPENDITURE.

	Capital.	Income.	Revenue.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure on Railways, including subsidies.	11,592,267 35	709,753 28	48,203,209 86	60,505,230 49
Expenditure on canals.....	4,579,565 22	798,112 71	1,617,475 01	6,995,152 94
Miscellaneous expenditure, general.....	1,853,207 67	424,683 75		2,277,891 42
Grand total.....	18,025,040 24	1,932,549 74	49,820,684 87	69,778,274 85

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IMPERIAL GOVERNMENT ACCOUNT.

STATEMENT of Expenditure to March 31, 1920 in connection with the lifting of rails for the use of the Imperial Government; all costs, damages and expenses to be borne by His Majesty's Government in England as per Order in Council, Ottawa, Dec. 19. 1916.

	\$ cts.
Expenditure fiscal year1916-17.....	393,053 86
“ “ 1917-18.....	3,603,279 05
“ “ 1918-19.....	178,680 85
“ “ 1919-20.....	348,103 36
Total.....	4,523,117 12

MISCELLANEOUS OPEN RAILWAY EQUIPMENT ACCOUNT.

STATEMENT of Expenditure, Refunds and Outstanding Balances at close of the Fiscal Year ending March 31, 1920.

	Balance 1918-19	Debits 1919-20	Total	Credits	Balance
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Canadian Pacific Railway Com- pany.....	379,531 76	232,607 47	612,139 23	200,210 16	411,929 07
Canadian Northern Railway.....	Nil	23,624,328 53	23,624,328 53	23,624,328 53	Nil
Canadian Copper Company.....	Nil	199 44	199 44	Nil	199 44
Grand Trunk Railway.....	1,377,463 27	1,563,067 52	2,940,530 79	Nil	2,940,530 79
Grand Trunk Pacific Railway.....	Nil	63,580 86	63,580 86	Nil	63,580 86
Toronto, Hamilton and Buffalo Railway.....	Nil	3,480 13	3,480 13	6,960 27	3,480 14
Suspense account— (Un-allocated charges).....	14,604 53	16,964 93	31,569 46	2,815 99	28,753 47
Suspense account— (Advances).....	19,732 41	19,732 41	Nil	Nil	Nil
Quebec and Saguenay Railway....	1,791,331 97	25,484,496 47	27,275,828 44	23,834,314 95	3,441,513 49
Canadian Government Railways..	207,092 20	21,227 69	228,319 89	Nil	228,319 89
	Nil	1,587,769 31	1,587,769 31	1,587,769 31	
	1,998,424 17	27,093,493 47	29,091,917 64	25,422,084 26	3,669,833 38

SUMMARY.

Balance due March 31, 1919, as above.....	\$ 1,791,331 97
Less payments received on account.....	203,026 15
Total.....	\$ 1,588,305 82
Balance accrued during 1919-1920.....	1,853,207 67
Net balance due March 31, 1920, as above.....	\$ 3,441,513 49

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EXPENDITURE on Canals to March 31, 1920.

CAPITAL ACCOUNT.

Canals	Previous Years	1919-20	Total
	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....			
Beauharnois.....	1,636,690 26		1,636,690 26
Carillon and Grenville.....	4,182,092 96	9,663 55	4,191,756 51
Chambly.....	780,996 52		780,996 52
Cornwall.....	7,246,304 21		7,246,304 21
Culbute Lock and Dam.....	382,391 46		382,391 46
Lachine.....	14,132,684 80		14,132,684 80
Lake St. Francis.....	75,906 71		75,906 71
Lake St. Louis.....	298,176 11		298,176 11
Murray.....	1,248,946 71		1,248,946 71
Rideau.....	4,210,274 31		4,210,274 31
Sault Ste. Marie.....	4,935 809 42		4,935,809 42
Soulanges.....	7,904,044 53		7,904,044 53
Ste. Anne Lock.....	1,170,215 63		1,170,215 63
St. Lawrence River and Canals—			
North Channel.....	1,995,142 87		1,995,142 87
River Reaches.....	483,830 20		483,830 20
Galops Channel.....	1,039,895 65		1,039,895 65
St. Ours Lock.....	127,228 56		127,228 56
St. Peter's.....	648,547 14		648,547 14
Tay.....	489,599 23		489,599 23
Trent.....	17,222,220 67	1,052,310 96	18,274,531 63
Welland.....	29,399,405 93		29,399,405 93
Welland Ship.....	16,752,845 54	3,517,590 71	20,270,436 25
Williamsburg.....	1,334,551 80		1,334,551 80
Farran's Point.....	877,090 57		877,090 57
Galops.....	6,143,468 11		6,143,468 11
Rapide Plat.....	2,159,880 80		2,159,880 80
Total.....	126,878,240 70	4,579,565 22	131,457,805 92
Canals General.....	34,966 69		34,966 69
Grand total.....	126,913,207 39		131,492,772 61

INCOME ACCOUNT.

Baie Verte.....	44,387 53		44,387 53
Beauharnois.....	265,810 84		265,810 84
Carillon and Grenville.....	354,401 38	13,065 21	367,466 59
Chambly.....	762,165 94	11,953 04	774,118 98
Cornwall.....	593,652 62	25,153 55	618,806 17
Culbute Lock and Dam.....	60,923 37		60,923 37
Lachine.....	1,610,889 08	24,018 45	1,634,907 53
Lake St. Francis.....	25,043 68		25,043 68
Lake St. Louis.....			
Murray.....	101,423 11	34 65	101,457 76
Rideau.....	676,832 22	2,646 83	679,479 05
Sault Ste. Marie.....	280,098 04		280,098 04
Soulanges.....	160,065 88	70,980 21	231,046 09
St. Anne Lock.....	85,429 18		85,429 18
St. Lawrence River and Canals.....	128,298 11		128,298 11
St. Ours Lock.....	174,028 88		174,028 88
St. Peters.....	727,456 63	8,093 59	735,550 22
Tay.....	748 65		748 65
Trent.....	987,317 53	77,251 36	1,064,568 89
Welland.....	1,631,821 26	481,856 67	2,113,677 93
Welland Ship.....			
Williamsburg.....	320,670 42	28,823 70	349,494 12
Total.....	8,991,464 35	743,877 26	9,735,341 61
Canals, General.....	693,123 53	54,235 45	747,358 98
Grand total.....	9,684,587 88	798,112 71	10,482,700 59

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EXPENDITURE on Canals to March 31, 1920.

REVENUE ACCOUNT—REPAIRS.

Canals	Previous Years	1919-20	Total
	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....			
Beauharnois.....	525,691 23		525,691 23
Carillon and Grenville.....	608,470 42	21,388 15	629,858 57
Chambly.....	1,019,625 45	51,217 06	1,070,842 51
Cornwall.....	1,082,225 24	47,305 99	1,129,531 23
Culbute Lock and Dam.....	7,036 15		7,036 15
Lachine.....	2,402,653 21	117,467 26	2,520,120 47
Murray.....	107,586 80	3,703 29	111,290 09
Rideau.....	1,916,818 40	102,140 94	2,018,959 34
Sault Ste. Marie.....	421,775 54	27,586 88	449,362 42
Soulanges.....	608,440 46	90,543 32	698,983 78
Ste. Anne Lock.....	150,088 78	5,337 92	155,426 70
St. Lawrence River and Canals.....			
St. Ours Lock.....	108,061 21	6,592 52	114,653 73
St. Peter's.....	36,479 38	201 43	36,680 81
Trent.....	835,193 76	63,343 48	898,537 24
Welland.....	3,951,155 55	158,061 28	4,109,216 83
Welland Ship.....			
Williamsburg.....	661,557 77	18,445 31	680,003 08
Total.....	14,442,859 35	713,334 83	15,156,194 18
Canals, General.....	591,914 03	43,577 62	635,491 65
Grand total.....	15,034,773 38	756,912 45	15,791,685 83

REVENUE ACCOUNT—STAFF.

Beauharnois.....	649,574 89		649,574 89
Carillon and Grenville.....	868,136 87	26,387 32	894,524 19
Chambly.....	1,059,979 67	38,256 88	1,098,236 55
Cornwall.....	1,817,226 53	85,421 31	1,902,647 84
Culbute Lock and Dam.....	11,507 48		11,507 48
Lachine.....	2,961,855 52	104,084 51	3,065,940 03
Murray.....	153,947 69	7,390 30	161,337 99
Rideau.....	1,857,435 54	66,877 80	1,924,313 34
Sault Ste. Marie.....	480,349 26	28,832 20	509,181 46
Soulanges.....	617,740 94	37,183 58	654,924 52
Ste. Anne Lock.....	124,605 11	4,482 85	129,087 96
St. Ours Lock.....	127,548 64	4,845 28	132,393 92
St. Peter's.....	127,725 35	4,611 03	132,336 38
Trent.....	715,488 72	97,218 42	812,707 14
Welland.....	5,286,804 36	199,316 46	5,486,120 82
Williamsburg.....	730,955 33	41,078 64	772,033 97
Total.....	17,590,881 90	745,986 58	18,336 868 48
Canals, General.....	2,209,349 18	114,575 98	2,323,925 16
Grand total.....	19,800,231 08	860,562 56	20,660,793 64

TOTAL EXPENDITURE by Canal to March 31, 1920.

Canals	Capital	Income	Revenue		Totals
			Staff	Repairs	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Baie Verte.....		44,387 53			44,387 53
Beauharnois.....	1,636,690 26	265,810 84	649,574 89	525,691 23	3,077,767 22
Carillon and Grenville.....	4,191,756 51	367,466 59	894,524 19	629,858 57	6,083,605 86
Chambly.....	780,996 52	774,118 98	1,098,236 55	1,070,842 51	3,724,194 56
Cornwall.....	7,246,304 21	618,806 17	1,902,647 84	1,129,531 23	10,897,289 45
Culbute Lock and Dam.....	382,391 46	60,923 37	11,507 48	7,036 15	461,858 46
Lachine.....	14,132,684 80	1,634,907 53	3,065,940 03	2,520,120 47	21,353,652 83
Lake St. Francis.....	75,906 71	25,043 68			100,950 39
Lake St. Louis.....	298,176 11				298,176 11
Murray.....	1,248,946 71	101,457 76	161,337 99	111,290 09	1,623,032 55
Rideau.....	4,210,274 31	679,479 05	1,924,313 34	2,018,959 34	8,833,026 04
Sault Ste. Marie.....	4,935,809 42	280,098 04	509,181 46	449,362 42	6,174,451 34
Soulanges.....	7,904,044 53	231,046 09	654,924 52	698,983 78	9,488,998 92
St. Anne Lock.....	1,170,215 63	85,429 18	129,087 96	155,426 70	1,540,159 47
St. Lawrence River Canals—					
North Channel.....	1,995,142 87				
River Reaches.....	483,830 20	128,298 11			3,647,166 83
Galops Channel.....	1,039,895 65				
St. Ours Lock.....	127,228 56	174,028 88	132,393 92	114,653 73	548,305 09
St. Peter's.....	648,547 14	735,550 22	132,336 38	36,680 81	1,553,114 55
Tay.....	489,599 23	748 65			490,347 88
Trent.....	18,274,531 63	1,064,568 89	812,707 14	898,537 24	21,050,344 90
Welland.....	29,399,405 93	2,113,677 93	5,486,120 82	4,109,216 83	41,108,421 51
Welland Ship.....	20,270,436 25				20,270,436 25
Williamsburg.....	1,334,551 80				
Farran's Point.....	877,090 57				
Galops.....	6,143,468 11	349,494 12	772,033 97	680,003 08	12,316,522 45
Rapide Plat.....	2,159,880 80				
Total.....	131,457,805 92	9,735,341 61	18,336,868 48	15,156,194 18	174,686,210 19
Canals, General.....	34,966 69	747,358 98	2,323,925 16	635,491 65	3,741,742 48
Grand total.....	131,492,772 61	10,482,700 59	20,660,793 64	15,791,685 83	178,427,952 67

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YEARLY EXPENDITURE ON Canals and Revenue received to March 31, 1920.

	Year end- ing	Capital	Income	Revenue		Revenue received
				Staff	Repairs	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Government expenditure prior to Confederation, including Imperial Government expenditure.....		20,593,866 13	98,378 46			
Government expenditure (1868 to 1879 included).....		17,004,842 55	515,196 21	1,830,398 92	1,832,998 61	5,079,068 36
Govt. expenditure since.....	1880	2,123,366 34		195,039 33	147,167 52	341,598 14
" ".....	1881	2,075,891 65	7,246 69	197,573 62	154,653 63	361,558 17
" ".....	1882	1,593,174 09	55,025 03	224,572 61	187,399 02	325,231 54
" ".....	1883	1,763,001 97	62,503 14	269,415 01	178,617 86	361,604 01
" ".....	1884	1,577,295 42	60,993 99	280,657 29	192,219 38	372,561 69
" ".....	1885	1,504,621 47	58,298 29	280,226 20	201,708 47	321,289 47
" ".....	1886	1,333,324 80	31,984 02	282,323 63	198,251 97	328,977 43
" ".....	1887	1,783,698 16	65,983 06	285,172 62	198,888 84	321,784 88
" ".....	1888	1,033,118 34	120,561 59	292,458 76	201,928 93	317,902 04
" ".....	1889	972,918 43	162,015 49	301,040 23	240,261 36	333,188 90
" ".....	1890	1,026,364 24	146,853 54	290,516 63	176,089 00	354,816 92
" ".....	1891	1,318,092 15	165,843 87	294,562 12	204,768 45	349,431 90
" ".....	1892	1,437,149 30	194,129 61	293,115 58	231,089 54	324,475 24
" ".....	1893	2,069,573 30	196,185 84	291,048 97	204,759 39	357,089 87
" ".....	1894	3,027,164 19	110,512 07	294,446 34	179,630 13	387,788 97
" ".....	1895	2,452,273 65	216,057 58	281,477 04	164,033 71	339,890 49
" ".....	1896	2,258,778 97	85,820 49	292,121 05	209,321 60	339,538 72
" ".....	1897	2,348,636 91	101,205 74	287,970 36	178,385 47	384,780 54
" ".....	1898	3,207,249 79	82,400 55	280,872 44	203,478 86	407,652 82
" ".....	1899	3,899,877 31	82,205 60	280,628 57	202,312 36	369,044 33
" ".....	1900	2,639,564 93	120,653 93	292,609 24	227,626 97	322,642 81
" ".....	1901	2,360,569 89	135,500 57	314,095 04	262,876 07	315,425 68
" ".....	1902	2,114,689 88	213,044 91	317,838 61	263,768 27	300,413 66
" ".....	1903	1,823,273 61	275,103 58	390,281 82	294,113 92	230,213 19
" ".....	1904	1,880,787 20	298,678 23	381,016 82	350,278 54	179,536 58
" ".....	1905	2,071,593 72	352,855 43	431,499 60	401,742 79	78,009 25
" ".....	1906	1,552,121 21	310,716 70	447,962 92	375,889 60	108,067 71
" ".....	1907	887,838 61	254,423 18	329,629 63	287,231 03	105,003 11
" ".....	1908	1,708,156 37	483,250 11	473,638 95	411,660 53	144,882 16
" ".....	1909	1,868,834 45	699,304 73	475,515 04	433,958 10	199,501 25
" ".....	1910	1,650,706 64	459,835 62	515,585 16	491,793 02	193,384 23
" ".....	1911	2,349,474 49	385,534 55	511,305 94	471,530 32	221,138 46
" ".....	1912	2,554,938 91	384,860 73	585,899 54	555,709 95	264,114 48
" ".....	1913	2,255,448 21	292,960 26	605,248 57	535,135 66	307,567 69
" ".....	1914	2,824,536 79	351,397 24	642,844 68	574,038 68	380,188 08
" ".....	1915	5,490,796 03	405,806 32	675,170 67	562,599 27	427,763 16
" ".....	1916	6,142,148 96	348,174 41	697,532 44	529,565 23	446,722 26
" ".....	1917	4,304,589 09	372,102 96	700,022 11	486,167 67	461,423 14
" ".....	1918	1,781,957 07	90,255 66	743,857 09	540,331 49	414,868 21
" ".....	1919	2,211,935 48	137,604 37	733,090 71	698,878 14	387,654 90
" ".....	1920	4,579,565 22	743,877 26	745,986 58	713,334 83	442,193 02
Total*.....		131,457,805 92	9,735,341 61	18,336,868 48	15,156,194 18	17,909,987 46

*This does not include expenditure which has been charged to Miscellaneous Canals Expenditure but only the amount expended on specific canals.

†Canal tolls abolished this year.

STATEMENT of Canals, Revenue for Year ending March 31, 1920.

Divisions	Dues	Rents	Total
	\$ cts.	\$ cts.	\$ cts.
Welland Canal—			
Port Colborne	270 19	11,131 90	11,402 09
“ Elevator	123,862 95		123,862 95
Port Dalhousie	374 83	63,518 84	63,893 67
Total	124,507 97	74,650 74	199,158 71
Welland Ship Canal		4,510 00	4,510 00
St. Lawrence Canals—			
Coteau Landing, Beauharnois Canal		14,816 15	14,816 15
“ Soulanges Canal	4 00	3,517 49	3,521 49
Cornwall	792 45	38,542 70	39,335 15
Cardinal Williamsburg Canal	35 00	3,142 10	3,167 10
Lachine Canal, Montreal	12,874 99	148,519 46	161,394 45
“ Lachine	677 03		677 03
Total	14,383 47	208,527 90	222,911 37
Chambly Canal		567 00	567 00
Chambly	12 00	56 00	68 00
St. Johns	4 00	26 00	30 00
St. Ours		60 00	60 00
Total	16 00	709 00	725 00
Ottawa River Canals—			
Carillon and Grenville Canals		192 00	192 00
“ Grenville		17 00	17 00
“ Carillon		636 00	636 00
Ste. Anne Lock	41 12	153 00	194 12
Chats Falls Canal			
Total	41 12	998 00	1,039 12
Rideau Canal		1,915 50	1,915 50
Ottawa	320 00	3,376 66	3,696 66
Kingston Mills	20 00	323 00	343 00
Smith's Falls	45 00	3,143 95	3,188 95
Total	385 00	8,759 11	9,144 11
St. Peter's Canal		7 00	7 00
Murray Canal		244 00	244 00
Trent Canal	100 00	4,238 71	4,338 71
Sault Ste. Marie Canal		115 00	115 00
Grand total	139,433 56	302,759 46	442,193 02
Net amount deposited to credit of Receiver General			442,193 02

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STATEMENT of Hydraulic and other rents, showing rent accrued, paid and balances due March 31, 1920.

20—7

Balance due April 1, 1919.	Hydraulic and other rents accrued.	Lock House Rents.	Totals.	Canals.	Abatement for overcharges.	Deposited to the credit of the the Receiver General.		Balance due March 31, 1920	Totals.	
						Lock House Rents.	Hydraulic Rents, etc.			
\$	cts.	\$	cts.		\$	cts.	\$	cts.	\$	cts.
70,493 85	72,366 45		142,860 30	Welland.....	2,007 95		74,650 74	66,201 61	142,860 30	
281 00	5,461 67		5,742 67	Welland Ship.....	491 67		4,510 00	741 00	5,742 67	
13,116 67	5,897 10	216 00	19,229 77	Williamsburg.....	9,749 00	216 00	2,916 10	6,348 67	19,229 77	
1,565 10	38,456 50		40,021 60	Cornwall.....	371 40		38,542 70	1,107 50	40,021 60	
5,767 09	14,816 15		20,583 24	Beauharnois.....			14,816 15	5,767 09	20,583 24	
38,824 91	143,017 06	204 00	182,045 97	Lachine.....	1,744 66	204 00	148,315 46	31,781 85	182,045 97	
797 84	136 00	627 00	1,560 84	Chambly.....		627 00	82 00	851 84	1,560 84	
9,947 03	7,297 61	1,915 50	19,160 14	Rideau.....	1,020 50	1,915 50	6,843 61	9,380 53	19,160 14	
42,889 45	17,336 37	1,402 33	61,628 15	Trent.....	66 00	1,402 33	2,836 38	57,323 44	61,628 15	
85 00	140 00		225 00	Sault Ste. Marie.....	60 00		115 00	50 00	225 00	
21,388 08	645 00	192 00	22,225 08	Carillon and Grenville.....		192 00	653 00	21,380 08	22,225 08	
	3,236 49	281 00	3,517 49	Soulanges.....		281 00	3,236 49		3,517 49	
	33 00	120 00	157 00	St. Anne Lock.....		120 00	33 00		157 00	
	1 00		1 00	Chats Falls.....				4 00		
	7 00		7 00	St. Peters.....				1 00		
5 00	13 00	240 00	258 00	Murray.....						
					4 00	240 00	7 00			
		240 00					4 00			
										</

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WELLAND SHIP CANAL.—Amounts Expended on Construction.

	Year ending.	Capital.
		\$ cts.
Government expenditure.....	1914	994,257 60
“ “.....	1915	4,074,200 69
“ “.....	1916	4,892,105 15
“ “.....	1917	3,513,769 82
“ “.....	1918	1,235,046 59
“ “.....	1919	1,823,875 96
“ “.....	1920	3,499,963 35
Total.....		20,033,219 16

Expenditure as above.....	\$20,033,219 16
To which add the preliminary expenditure for surveys, borings, etc., charged to Welland Canal capital as follows:—	
1905-06.....	\$ 13,231 97
1906-07.....	10,825 27
1907-08.....	8,300 34
1908-09.....	19,993 37
1909-10.....	9,979 91
1910-11.....	21,229 35
1911-12.....	23,138 60
1912-13.....	112,890 92
1915-16.....	17,627 36
	237,217 09
Total cost of Welland Ship Canal to March 31, 1920.....	\$20,270,436 25

HUDSON BAY RAILWAY.—Amounts Expended on Construction.

	Year ending.	Capital.
		\$ cts.
Government expenditure.....	1909	92,427 83
“ “.....	1910	53,042 63
“ “.....	1911	184,149 81
“ “.....	1912	159,632 00
“ “.....	1913	1,099,063 15
“ “.....	1914	4,498,717 25
“ “.....	1915	4,773,743 99
“ “.....	1916	4,889,131 77
“ “.....	1917	2,604,279 94
“ “.....	1918	1,879,699 00
“ “.....	1919	562,557 80
“ “.....		\$ 17,671 02
Less proceeds of sale of railway materials to Can. National Railways.....	253,279 50	1920 235,608 48
Total to March, 31, 1920.....		20,560,836 96

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QUEBEC BRIDGE.—Amounts Expended on Construction.

	Year ending.	Capital.	Income.
		\$ cts.	\$ cts.
Government expenditure.....	1909		422,867 12
“ “	1910		111,788 02
“ “	1911	227,563 40	
“ “	1912	603,293 07	
“ “	1913	1,512,825 96	
“ “	1914	2,604,105 61	
“ “	1915	2,816,305 10	
“ “	1916	2,746,813 70	
“ “	1917	2,733,677 00	
“ “	1918	931,278 01	
“ “	1919	656,761 79	
Total.....		14,832,623 64	534,655 14
Less amount received from the Phoenix Bridge Co., 1910.....			100,000 00
Less services of Quebec Bridge Engineers for Canadian Govt. Rail- ways.....	1920	880 65	
Total to March 31, 1920.....		14,831,742 99	434,655 14

Capital expenditure as above	\$14,831,742 99
In this expenditure a total of \$91,188.10 has been credited, being received for the sale of scrap and used material from the collapsed bridge.	
Add amounts paid by the Finance Department not included above:—	
Amount guaranteed by Act of 1903, Chap. 54.....	\$ 6,424,781 00
Amount paid to the province of Quebec.....	250,000 00
Amount paid to city of Quebec.....	300,000 00
Amount paid to Emile Tanguay, as per Supreme Court award.....	485 20
	6,975,266 20
	21,807,009 19
Less amount received from the Phoenix Bridge Co.....	100,000 00
Agrees with Public Accounts Balance Sheet, 1919.....	21,707,009 19
To which add the expenditure under Income, 1909 and 1910.....	\$ 534,655 14
Add also amount paid for subsidies in 1901, 1902 and 1903.....	374,353 33
	909,008 47
Total expenditure to date of March 31, 1920.....	22,616,017 66

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EXPENDITURE on the Canadian Government Railways to March 31, 1920.

CAPITAL ACCOUNT.

Railways.	Previous Years.	Year ending March 31, 1920.	Total.
	\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway System as follows:—			
Canada Eastern Ry.....	819,000 00		819,000 00
Cape Breton Ry.....	3,860,679 14		3,860,679 14
Drummond County Ry.....	1,464,000 00		1,464,000 00
Eastern Extension Ry.....	1,324,042 81		1,324,042 81
Montreal and European Ry.....	333,942 72		333,942 72
Oxford and New Glasgow Ry.....	1,949,063 21		1,949,063 21
Intercolonial Ry.....	126,903,468 75	4,337,512 44	131,240,981 19
Total.....	136,654,196 63	4,337,512 44	140,991,709 07
Prince Edward Island Ry.....	12,562,309 97	186,802 03	12,749,112 00
International Ry. of New Brunswick.....	90,881 80	2,767,512 89	2,858,394 69
New Brunswick and Prince Edward Island Ry.....	517,655 57	11,725 75	529,381 32
Elgin and Havelock Ry.....	47,209 98	24,230 24	71,440 22
Moncton and Buctouche Ry.....	37,829 81	62,201 72	100,031 53
Salisbury and Albert Ry.....	42,304 58	85,478 13	127,782 71
St. Martins Ry.....	34,566 47	90,382 76	124,949 23
York and Carleton Ry.....	7,250 60	13,958 34	21,208 94
Canadian Northern Ry.....	9,733,333 24	266,666 66	9,999,999 90
Quebec and Saguenay Ry.....	6,549,896 42	824,612 32	7,374,508 74
National Transcontinental Ry.....	165,128,741 75	1,569,903 89	166,698,645 64
Hudson Bay Railway.....	20,796,445 17	235,608 48	20,560,836 69
Annapolis and Digby Ry.....	660,683 09		660,683 09
<i>a</i> European and North American Ry.....	88,363 18		88,363 18
<i>a</i> Nova Scotia Ry.....	208,509 72		208,509 72
<i>c</i> Carleton Branch Ry.....	48,410 48		48,410 48
Canadian Government Railways, rolling stock purchased 1917-18-19-20.....	37,160,467 63	1,587,769 31	38,748,236 94
Canadian Pacific Ry.....	62,789,776 09		62,789,776 09
Yukon Territory Works, Stikine Teslin Ry.....	283,323 55		283,323 55
Governor General's cars.....	71,538 82		71,538 82
Miscellaneous expenditure.....	18,345 00		18,345 00
Total.....	453,532,039 55	11,593,148 00	465,125,187 55
<i>b</i> Quebec bridge.....	14,832,623 64	880 65	14,831,742 99
	468,364,663 19	11,592,267 35	479,956,930 54

*Figures in italics denote credits.

*a*Amount paid on this line, between 1868 and 1873, inclusive, was transferred to Consolidated Fund.*b*See Special Statement, page 19 and also 15.*c*This Railway, which cost \$88,410.48, was sold in 1893 to the City of St. John, N.B., for \$40,000. (Vict. Cap. 6).

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EXPENDITURE on the Canadian Government Railways to March 31, 1920.

INCOME ACCOUNT.

Railways.	Previous years.	1919-20.	Total.
	\$ cts.	\$ cts.	\$ cts.
Annapolis and Digby Ry.....	8,381 82		8,381 82
Intercolonial Ry.....	280,000 00		280,000 00
Miscellaneous expenditure.....	4,442,826 83	374,907 73	4,817,737 56
Total.....	4,731,208 65	374,907 73	5,106,119 38
Quebec Bridge.....	434,655 14		434,655 14
Total.....	5,165,863 79	374,907 73	5,540,774 52

EXPENDITURE on the Canadian Government Railways to March 31, 1920.

REVENUE ACCOUNT—WORKING EXPENSES.

Railways.	Previous Years.	1919-20.	Total.
	\$ cts.	\$ cts.	\$ cts.
*Intercolonial Railway.....	282,852,416 47	30,697,723 74	313,550,140 21
†New Brunswick and Prince Edward Island Ry.....	209,004 68	†	209,004 68
Prince Edward Island Ry.....	15,709,197 55	1,543,858 45	17,253,056 00
International Ry. of New Brunswick.....	1,508,284 17	496,742 39	2,005,026 56
Moncton and Buctouche Ry.....	68,432 48	116,720 28	185,152 76
Salisbury and Albert Ry.....	95,967 51	153,403 32	249,370 83
St. Martins Ry.....	45,930 81	72,483 52	118,414 33
York and Carleton Ry.....	22,409 05	29,755 99	52,165 04
Elgin and Havelock Ry.....	48,343 40	63,961 72	112,305 12
St. John & Quebec Ry.....	547,414 78	387,608 74	935,023 52
National Transcontinental Ry.....	36,239,823 68	14,632,451 71	50,872,275 39
Miscellaneous expenditure.....	126,289 97	8,500 00	134,789 97
Canadian Pacific Ry.....	318,216 30		318,216 30
Eastern Extension Ry.....	538,094 06		538,094 06
Total.....	338,329,824 91	48,203,209 86	386,533,034 77
‡Intercolonial Ry.—Improvement and Betterments...	2,586,230 21		2,586,230 21
Total.....	340,916,055 12	48,203,209 86	389,119,264 98

*Including expenditure on the Baie des Chaleurs Railway in 1897, amounting to \$18,679.97.

†Included in Intercolonial Railway Working Expenses.

‡This charge to Working Expenses was credited to Rolling Stock account for the purchase of rolling stock out of the earnings of the railway.

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REVENUE RECEIVED by the Canadian Government Railways to March 31, 1920.

Railways	Previous Years	1919-20	Total
	\$ cts.	\$ cts.	\$ cts.
Intercolonial Railway.....	273,130,457 86	28,356,584 86	301,487,042 72
†New Brunswick and Prince Edward Island Ry.....	114,170 90	†	114,170 90
Prince Edward Island Ry.....	10,576,203 09	921,456 52	11,497,659 61
International Ry.....	630,025 79	176,916 92	806,942 71
Moncton and Buctouche Ry.....	32,610 20	50,340 54	82,950 74
Salisbury and Albert Ry.....	44,472 00	59,549 16	104,021 16
St. Martins Ry.....	16,694 06	17,696 24	34,390 30
York and Carleton Ry.....	6,954 35	9,111 15	16,065 50
Elgin and Havelock Ry.....	13,447 08	22,388 82	35,835 90
St. John and Quebec Ry.....	350,865 56	140,935 04	491,800 60
National Transcontinental Ry.....	27,906,398 11	11,647,082 11	39,553,480 22
Canadian Pacific Ry.....	396,473 75		396,473 75
Eastern Extension Ry.....	462,465 68		462,465 68
Total.....	313,681,238 43	41,402,061 36	355,083,299 79

†Revenue included with the Intercolonial Railway.

MISCELLANEOUS EXPENDITURE common to both Railways and Canals including War appropriation, to March 31, 1920.

INCOME ACCOUNT

Expenditure previous to 1918-19.....		2,585,735 54
Expenditure during 1918-19.....		2,871,849 71
Expenditure during 1919-20.....		424,683 75
Total.....		5,882,269 00

EXPENDITURE common to both Railways and Canals to March 31, 1920.

REVENUE ACCOUNT.

w

	Previous Years	1919-20	Total
	\$ cts.	\$ cts.	\$ cts.
Expenditure.....	69,711 05		69,711 05

EXPENDITURE common to both Railways and Canals to March 31, 1920.

CAPITAL ACCOUNT.

	Previous Years	1919-20	Total
	\$ cts.	\$ cts.	\$ cts.
Expenditure.....		1,853,207 67	1,853,207 67

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GOVERNMENT RAILWAYS.

RECAPITULATION of EXPENDITURE and REVENUE to March 31, 1920.

	Year	Capital	Revenue		Revenue received
			Improvement and Betterment	Working expenses	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
Expenditure prior to Confederation.....		13,881,460 65			
Since Confederation—					
1868 to 1877 inclusive.....		33,476,607 70		10,059,936 93	7,270,634 05
“ “	1878	2,643,741 72		2,032,873 05	1,514,846 38
“ “	1879	2,507,053 71		2,233,496 34	1,419,955 60
“ “	1880	6,109,077 14		1,851,489 26	1,739,137 25
“ “	1881	5,577,236 73		2,220,421 39	2,200,486 25
“ “	1882	5,175,046 61		2,310,638 54	2,237,583 39
“ “	1883	11,707,619 02		2,636,551 70	2,541,205 41
“ “	1884	14,013,074 89		2,613,508 87	2,551,937 97
“ “	1885	11,224,244 54		2,749,710 53	2,624,243 07
“ “	1886	4,443,220 17		2,819,973 50	2,629,336 35
“ “	1887	1,846,887 18		3,152,650 40	2,840,747 88
“ “	1888	1,765,582 11		3,621,076 62	3,166,253 22
“ “	1889	2,709,857 37		3,513,063 67	3,167,542 67
“ “	1890	2,392,767 99		3,846,044 42	3,203,874 11
“ “	1891	1,184,317 34		3,949,263 73	3,181,888 56
“ “	1892	417,425 73		3,748,597 77	3,136,393 51
“ “	1893	712,917 44		3,288,629 62	3,262,505 62
“ “	1894	585,749 01		3,226,208 13	3,179,019 57
“ “	1895	376,814 83		3,197,846 17	3,129,450 37
“ “	1896	324,774 72		3,254,442 64	3,140,678 47
“ “	1897	204,624 31		3,195,959 58	3,060,074 38
“ “	1898	270,990 85		3,507,248 88	3,313,847 10
“ “	1899	1,112,348 47		3,696,612 31	3,940,570 11
“ “	1900	3,309,130 42		4,665,228 06	4,774,161 87
“ “	1901	3,922,989 37		5,739,051 54	5,213,381 24
“ “	1902	5,386,611 24		5,861,099 54	5,918,990 43
“ “	1903	3,083,680 86		6,474,134 20	6,584,598 77
“ “	1904	2,619,059 86		7,599,958 57	6,627,255 51
“ “	1905	6,125,481 79		8,906,154 35	7,050,892 11
“ “	1906	6,102,565 74		7,893,653 49	7,950,552 97
“ “	1907	7,174,370 17		6,328,745 65	6,509,186 49
“ “	1908	23,684,005 25		9,595,295 43	9,534,569 04
“ “	1909	29,414,227 34		9,764,586 51	8,894,420 42
“ “	1910	21,505,975 91		9,095,903 96	9,647,963 71
“ “	1911	24,532,466 18		10,037,878 77	10,249,394 38
“ “	1912	23,108,805 52		11,074,852 80	11,034,165 83
“ “	1913	17,375,968 10		12,499,925 65	12,442,203 46
“ “	1914	21,628,095 15		13,559,225 45	13,394,317 37
“ “	1915	21,865,663 92		12,474,453 85	12,149,357 32
“ “	1916	21,155,255 19	1,515,895 57	17,891,484 65	18,427,908 65
“ “	1917	12,003,649 70	1,070,334 64	24,725,571 90	23,539,758 61
“ “	1918	34,699,416 96		33,400,460 45	27,240,956 87
“ “	1919	40,193,180 64		43,889,626 07	38,013,725 69
“ “	1920	11,593,148 00		48,194,709 86	41,402,061 36
Total.....		*465,147,187 55	2,586,230 21	386,398,244 80	355,052,042 39

Total amount of capital expenditure.....	465,147,187 55
Less amount received from the city of St. John, N.B., as purchase price of the Carleton Branch Railway.....	40,000 00

*Net amount of capital expenditure..... 465,107,187 55

* Cost of Quebec Bridge, not included nor \$18,000 miscellaneous expenditure in 1914.

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TOTAL EXPENDITURE AND REVENUE of the Department of Railways and Canals prior to and since Confederation to March 31, 1920.

	\$	cts.	\$	cts.
GRAND TOTAL EXPENDITURE.....			1,137,241,578	52
Expenditure on Railways.....	859,350,568	91		
“ Quebec Bridge.....	15,266,398	13		
“ Railway subsidies.....	76,391,471	09		
“ Canals.....	178,427,952	67		
“ Miscellaneous.....	7,805,187	72		
Total Expenditure.....			1,137,241,578	52
CLASSIFICATION OF EXPENDITURE IN GENERAL—				
Capital account.....	613,302,910	82		
Revenue account.....	425,641,455	50		
Income account.....	21,905,741	11		
Consolidated fund—Railway subsidies, pages 24 to 31.....	76,391,471	09		
Total expenditure.....			1,137,241,578	52
CLASSIFICATION OF EXPENDITURE IN DETAIL—				
Railways—				
Capital—See page 19.....	465,125,187	55		
Income—See page 20.....	5,106,116	38		
Revenue—See page 20.....	389,119,264	98		
			859,350,568	91
Quebec Bridge—				
Capital—See page 19.....	14,831,742	99		
Income—See page 20.....	434,655	14		
			15,266,398	13
Railway subsidies—See pages 24 to 31.....	76,391,471	09		
			76,391,471	09
Total expenditure on railways.....	951,008,438	13		
Canals—				
Capital—See pages 11 and 13.....	131,492,772	61		
Income—See pages 11 and 13.....	10,482,700	59		
Revenue—See pages 12 and 13.....				
“ Staff.....	20,660,793	64		
“ Repairs.....	15,791,685	83		
	36,452,479	47		
			178,427,952	67
Miscellaneous expenditure—				
Income—See page 21.....	5,882,269	00		
Revenue—See page 21.....	69,711	05		
Capital—See page 21.....	1,853,207	67		
			7,805,187	72
Grand total expenditure.....			1,137,241,578	52
REVENUE RECEIVED.				
GRAND TOTAL OF REVENUE RECEIVED from July 1, 1867 to Mar. 31, 1920				
Railways—See page 21.....	355,052,042	39		
Canals—See page 14.....	17,909,987	46		
Grand total.....			372,962,029	85

SESSIONAL PAPER No. 20

RAILWAY AND BRIDGE SUBSIDY STATEMENTS.

RAILWAY SUBSIDIES paid during Year ending March 31, 1920.

Date	Name of Railway	Amount	
		\$ cts.	\$ cts.
1919			
May 16.....	<i>St. John and Quebec Railway Company—</i> Canada, 1916, Cap. 23, Part II, Sec. 6, amended by Canada, 1917, Cap. 22 and Canada 1919, Cap. 7. Further subsidy payment on line from a point near Gagetown to a point on the Canadian Pacific Railway at or near West- field.....	44,061 91	
Dec. 16.....	<i>St. John and Quebec Railway Company—</i> Canada 1916, Cap. 23, Part II, Sec. 6, amended by Canada 1917, Cap. 22 and Canada 1919, Cap. 7. Payment of balance of subsidy on line from a point near Gagetown to a point on the Canadian Pacific Railway at or near Westfield.....	77,604 00	121,665 91
Aug. 6.....	<i>Edmonton, Dunvegan and British Columbia Railway—</i> Appropriation Acts, 1916, Cap. 1, vote 110 and Cap. 29, vote 110. Payment on account of subsidy to above railway.....	78,851 37	
Sept. 2.....	Further payment on same.....	33,415 07	
Dec. 3.....	Further payment on same.....	23,424 55	
Dec. 17.....	Further payment on same.....	32,092 90	
1920			
April 26.....	Further payment on same.....	45,395 75	213,179 64
	Total.....		334,845 55

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App. Act. 2, 1918	175,000 00	16½	Canada Central Ry., Alberta.....	175,000 00	175,000 00
48-9 " " 59	24,439 84	17	Canada Eastern Ry., formerly Northern and Western Ry., New Brunswick, including also Chatham Branch Ry.....	374,839 84	374,839 84
51 " " 3	140,800 00			210,053 59	.....	.....	.....	210,053 59
57-8 " " 4	35,200 00	18	Canada and Gulf Terminal Ry. Co.....	.....	.....	.....	.....
62-3 " " 7	—			.....	.....	.....	.....
47 Vic., chap. 8	32,000 00			.....	.....	.....	.....
49 " " 10	57,600 00			.....	.....	.....	.....
52 " " 3	22,400 00			.....	.....	.....	.....
53 " " 2	48,000 00	19	Canadian Northern Quebec Ry. Co., formerly Great Northern Ry., Quebec.....	1,265,357 14	.....	.....	.....	1,265,357 14
56 " " 2	47,000 00			.....	.....	.....	.....
57-8 " " 4	70,400 00			.....	.....	.....	.....
7-8 Ed. VII, c. 63	—	20	Canadian Northern Alberta Ry. Co., Alberta.....	3,094,104 00	.....	25,896 00	.....	3,120,000 00
2 Geo. V, chap. 7	—			.....	.....	.....	.....
3-4 " " 10	—	21	Canadian Northern Ontario Ry. Co.....	14,386,762 51	80,963 37	17,909 32	.....	14,485,635 20
6-7 Ed. VII, c. 40	—			.....	.....	.....	.....
7-8 " " 63	—	22	Canadian Northern Ry. Co., Ontario, Manitoba and North West Territories.....	.....	.....	.....	.....	1,909,132 00
2 Geo. V, chap. 9	—	23	Canadian Northern Pacific Ry. Co., British Columbia	1,909,132 00	.....	.....	.....	1,909,132 00
—	—	24	Canadian Northern Quebec Ry., formerly Chateaugay and Northern Ry., Quebec.....	5,648,626 37	338,893 63	.....	.....	5,987,520 00
60-61 Vic., chap. 5	3,630,000 00	25	Canadian Pacific Ry. Co., British Columbia (Crow's Nest Pass).....	391,819 75	.....	.....	.....	391,819 75
—	—	26	Canadian Pacific Ry. Co. (Dymont Branch).....	3,404,720 00	.....	.....	.....	3,404,720 00
2 Geo. V, chap. 48	—	27	Canadian Pacific Ry., Bridge at Edmonton, Alberta..	22,336 00	.....	.....	.....	22,336 00
3-4 " " 46	—	28	Canadian Pacific Ry., Gimli to Icelandic River Bridge	126,000 00	.....	.....	.....	126,000 00
7-8 Ed. VII, c. 63	—	29	Can. Pac. Ry. Co. (Kootenay and Arrowhead Branch).	80,032 00	.....	.....	.....	80,032 00
2 Geo. V, chap. 48	—	30	Can. Pac. Ry. Co., Moosejaw northwesterly.....	153,866 00	.....	.....	.....	153,866 00
—	—	31	Can. Pac. Ry. Co., Bridge at Outlook.....	485,474 27	.....	.....	.....	485,474 27
55-6 Vic., chap. 5	80,000 00	32	Can. Pac. Ry. Co. (Pheasant Hills Branch),.....	115,000 00	.....	.....	.....	115,000 00
4 Ed. VII, chap. 34	—	33	Can. Pac. Ry. Co. (Pipestone Branch).....	435,200 00	.....	.....	.....	435,200 00
6 " " 43	—	34	Can. Pac. Ry. Co. (Pipestone Branch).....	160,000 00	.....	.....	.....	160,000 00
7-8 Ed. VII, c. 63	—	35	Can. Pac. Ry. Co. (Revelstoke to Arrow Lake).....	80,000 00	.....	.....	.....	80,000 00
48-9 Vic., chap. 58	1,500,000 00	36	Can. Pac. Ry. Co. (Selkirk Branch).....	83,200 00	.....	.....	.....	83,200 00
57-8 " " 4	9,000 00	37	Can. Pac. Ry. Co. (Staynerville Branch).....	13,024 00	.....	.....	.....	13,024 00
46 Vic., chap. 25	115,200 00	38	Can. Pac. Ry. Co. (Teulon to Icelandic River).....	112,000 00	.....	.....	.....	112,000 00
47 " " 8	76,800 00	39	Can. Pac. Ry. Co. (Waskada Branch).....	64,000 00	.....	.....	.....	64,000 00
50-1 " " 24	32,000 00	40	Can. Pac. Ry., Winnipeg to Gimli, Man.....	34,522 43	.....	.....	.....	34,522 43
47 " " 8	—	41	Canadian Pacific Extension.....	1,500,000 00	.....	.....	.....	1,500,000 00
51 " " 3	83,612 00	42	Cap de la Magdeleine Railway, Quebec.....	7,424 00	.....	.....	.....	7,424 00
52 " " 3	142,400 00		Cape Breton Extension Railway, Nova Scotia.....	196,800 00	.....	.....	.....	196,800 00
53 " " 2	48,000 00	43	Caraquet Railway, New Brunswick.....	224,000 00	.....	.....	.....	224,000 00
57-8 " " 4	—			.....	.....	.....	.....
61 " " 1	—	44	Central Railway, New Brunswick.....	226,012 54	226,012 54
62-3 " " 1	—			
2 Ed. VII, chap. 48	—			

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50-1	"	24	51,200 00	68	Quepht Junction Railway, Ontario.....	46,000 00	46,000 00
57-8	"	4	—	69	Gulf Shore Railway Company, New Brunswick.....	53,699 20	53,699 20
9-10	Ed. VII, c. 51	—	—	69	Ha-Ha-Bay Railway Co., Quebec.....	231,462 00	231,462 00
50-1	Vic., chap. 24	24	9,600 00	70	Halifax and Southwestern Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.....	1,238,450 93	1,238,450 93
49	"	10	108,800 00	71	Harvey Branch Railway Co., New Brunswick.....	5,553 57	5,553 57
52	"	3	48,000 00	72	Hereford Railway, Quebec.....	155,200 00	155,200 00
46	"	25	156,800 00	73	International Railway, Quebec.....	156,800 00	156,800 00
53	"	3	—	74	International Ry. of New Brunswick, formerly Restigouche and Western Ry. Co.....	726,080 00	726,080 00
7-8	Ed. VII, c. 63	—	—	75	Inverness Railway and Coal Co.....	368,545 97	368,545 97
47	Vic., chap. 8	8	160,000 00	76	Irondale, Bancroft and Ottawa Railway, Ontario, now (1918) Canadian Northern Ry.....	144,000 00	144,000 00
52	"	3	38,400 00	77	Joggins Railway, Nova Scotia.....	37,500 00	37,500 00
49	"	10	4,000 00	78	Kettle Valley Ry., British Columbia.....	2,174,190 72	2,174,190 72
50-1	"	24	—	79	Kingston, Napance and Western Ry., formerly Napance Tamworth and Quebec Ry., Ontario, now (1918) Canadian Northern Ry.....	208,732 80	208,732 80
6	Ed. VII, chap. 43	43	89,600 00	80	Kingston and Pembroke Ry., Ontario.....	48,000 00	48,000 00
46	Vic., chap. 24	24	70,000 00	81	Klondike Mines Railway.....	197,184 00	197,184 00
49	"	10	12,800 00	82	Kootenay Central Ry. Co., British Columbia.....	1,065,856 00	1,065,856 00
50-1	"	24	32,000 00	83	Lake Erie and Detroit River Railway, Ontario.....	475,851 00	475,851 00
52	"	3	64,000 00	84	Lake Erie and Northern Ry. Co., Ontario.....	320,192 00	320,192 00
47	Vic., chap. 8	8	48,000 00	85	Lake Temiscamingue Colonization Ry., Quebec.....	310,335 95	310,335 95
6-Ed. VII, chap. 43	"	43	—	86	L'Assomption Railway, Quebec.....	11,200 00	11,200 00
2	"	48	—	87	Laurentian Railway, now (1918) Canadian Northern Ry.....	217,600 00	217,600 00
50-1	Vic., chap. 23	23	118,400 00	88	Leamington and St. Clair Ry., Ontario.....	51,200 00	51,200 00
55-6	"	4	224,000 00	89	Liverpool and Milton Ry. now (1918) Canadian Northern Ry.....	32,000 00	32,000 00
62-3	"	5	—	90	Lindsay, Bobcaygeon, Pontypool Ry. Co., Ontario.....	185,173 06	185,173 06
2	Geo. V, chap. 48	48	—	91	Lotbinière and Megantic Railway, Quebec.....	96,000 00	96,000 00
50-1	Vic., chap. 24	24	65,022 00	92	Maganetawan River Railway Co., Ontario.....	3,552 00	3,552 00
57-8	"	4	274,940 00	93	Maritime Coal and Railway Co.....	3,200 00	3,200 00
49	"	10	11,200 00	94	Massawippi Valley Railway Co., Quebec.....	5,376 00	5,376 00
50-1	"	24	217,600 00	95	Midland Railway Co., Nova Scotia.....	399,060 40	399,060 00
48-9	"	50	44,800 00	96	Middleton and Victoria Beach Railway Co., Nova Scotia, now (1918) Canadian Northern Ry.....	125,760 00	125,760 00
50-1	"	24	6,400 00	97	Minudie Coal Co., Nova Scotia.....	18,544 00	18,544 00
6-7	Ed. VII, c. 40	40	—				
45	Vic., chap. 14	14	—				
55-6	Vic., chap. 5	5	48,000 00				
57-8	"	4	—				
7-8	Ed. VII, c. 63	—	—				
—	—	—	—				
—	—	—	—				
3	Ed. VII, chap. 57	57	—				

STATEMENT Showing Subsidies paid to March 31, 1920.—Continued.

Subsidies Voted.		Number.	Railways.	July 1, 1883, to March 31, 1917.		1917-18.		1918-19.		1919-20.		Total to March 31, 1920.
Authority.	Amount.			\$	cts.	\$	cts.	\$	cts.	\$	cts.	
56 Vic., chap. 2	67,200 00	98	Montfort Colonization Railway, Quebec, now (1918) Canadian Northern Ry.	167,440 00	103,600 00	41,280 00	192,000 00	58,560 00	93,757 57	361,270 00	117,760 00	173,440 00
57-8 " 4	38,400 00											
60-1 " 4	66,000 00											
48-9 " 59	30,000 00											
50-1 " 24	64,000 00	99	Montreal and Champlain Junction Railway, Quebec.	103,600 00	41,280 00	192,000 00	58,560 00	93,757 57	361,270 00	117,760 00	173,440 00	48,000 00
51 " 3	9,600 00											
49 " 10	32,000 00											
53 " 2	10,200 00	101	Montreal and Ottawa Railway, Ontario.	192,000 00	58,560 00	93,757 57	361,270 00	117,760 00	173,440 00	48,000 00	113,440 00	39,840 00
50-1 " 24	192,000 00											
53 " 2	72,000 00											
54-5 " 8	40,000 00											
57-8 " 4	361,270 00	102	Montreal and Province Line Railway, Quebec.	93,757 57	361,270 00	117,760 00	175,440 00	48,000 00	113,440 00	39,840 00	300,800 00	27,616 00
1 Ed. VII, chap. 7	—											
48-9 " 59	40,000 00											
53 " 2	361,270 00											
53 Vic., chap. 2	121,600 00	103	Montreal and Sorel Railway, Quebec (Quebec, Montreal and Southern Ry.)	175,440 00	48,000 00	113,440 00	39,840 00	300,800 00	27,616 00	355,200 00	108,160 00	1,320,000 00
57-8 " 4	—											
6 Ed. VII, chap. 43	—											
—	—											
48-9 Vic., chap. 59	118,400 00	108	New Brunswick and Prince Edward Island Railway.	48,000 00	113,440 00	39,840 00	300,800 00	27,616 00	355,200 00	108,160 00	1,320,000 00	235,200 00
55-6 " 5	40,000 00											
Ed. VII, chap. 57	—											
7-8 " 63	—											
2 Geo. V, chap. 47	—	112	Northern Colonization Railway Co., Quebec.	27,616 00	355,200 00	108,160 00	1,320,000 00	235,200 00	30,720 00	202,926 50	22,400 00	779,712 00
3-4 " 46	—											
46 " 26	—											
53 " 2	—											
55-6 " 5	—	113	Northern New Brunswick and Seaboard Railway Co., New Brunswick.	27,616 00	355,200 00	108,160 00	1,320,000 00	235,200 00	30,720 00	202,926 50	22,400 00	779,712 00
61 " 2	—											
56 " 2	—											
—	—											
53 Geo. V, chap. 2	99,200 00	114	Northern and Pacific Junction Railway, Ontario.	235,200 00	30,720 00	202,926 50	22,400 00	779,712 00	262,384 00	30,720 00	202,926 50	22,400 00
3 Ed. VII, chap. 2	—											
56 " 2	—											
55-6 " 5	—											
53 Geo. V, chap. 2	99,200 00	115	Orford Mountain Railway Company, Quebec.	235,200 00	30,720 00	202,926 50	22,400 00	779,712 00	262,384 00	30,720 00	202,926 50	22,400 00
3 Ed. VII, chap. 2	—											
56 " 2	—											
55-6 " 5	—											
53 Geo. V, chap. 2	99,200 00	116	Oshawa Railway and Navigation Co., Ontario.	235,200 00	30,720 00	202,926 50	22,400 00	779,712 00	262,384 00	30,720 00	202,926 50	22,400 00
3 Ed. VII, chap. 2	—											
56 " 2	—											
55-6 " 5	—											
53 Geo. V, chap. 2	99,200 00	117	Ottawa, Arnprior and Parry Sound Ry., Ontario.	235,200 00	30,720 00	202,926 50	22,400 00	779,712 00	262,384 00	30,720 00	202,926 50	22,400 00
3 Ed. VII, chap. 2	—											
56 " 2	—											
55-6 " 5	—											
53 Geo. V, chap. 2	99,200 00	118	Ottawa and New York Railway Company, Ontario.	235,200 00	30,720 00	202,926 50	22,400 00	779,712 00	262,384 00	30,720 00	202,926 50	22,400 00
3 Ed. VII, chap. 2	—											
56 " 2	—											
55-6 " 5	—											

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52 Vic., chap.	3	121	Ottawa, Northern and Western Railway, Quebec, formerly Ottawa and Gatineau Valley Railway.....	320,000 00	414,931 20	414,931 20
57-8 "	6			64,000 00		
60-1 "	4			—		
52 "	3	122	Parry Sound and Colonization Railway, Ontario.....	128,000 00	152,800 00	152,800 00
57-8 "	4			64,000 00		
55-6 Vic., chap.	5	123	Pembroke Southern Railway, Ontario.....	—	64,000 00	64,000 00
47 "	8	124	Phillipsburg Junction Ry. Quarry C'o., Quebec.....	—	23,712 00	23,712 00
51 "	3			272,000 00		
53 "	2	125	Pontiac Pacific Junction Railway, Quebec.....	41,000 00	193,578 00	193,578 00
60-1 "	4			24,000 00		
63-4 "	2	126	Pontiac Pacific and Ottawa & Gatineau Ry. C'o. (Inter-provincial Bridge over Ottawa River).....	212,500 00		
52 "	3	127	Pontiac and Renfrew Railway, Ontario.....	19,200 00	212,500 00	212,500 00
51 "	3	128	Port Arthur, Duluth and Western Ry., Ontario, now (1918) Canadian Northern Ry.....	287,200 00	13,600 00	13,600 00
53 "	2	129	Quebec Bridge Co., Quebec.....	1,000,000 00	271,200 00	271,200 00
62-3 "	7				374,353 33	374,353 33
63-4 "	8			60,342 00		
47 "	8	130	Quebec Central Ry., Quebec.....	288,000 00	585,038 90	585,038 90
51 "	3			—		
53 "	2			384,000 00		
7-8 Ed. VII, c. 63	63			80,000 00		
45 Vic., chap.	14			96,000 00		
46 "	25			186,295 00		
48-49 "	59			28,800 00		
49 "	10	131	Quebec and Lake St. John Railway, Quebec, now (1918) Canadian Northern Ry.....	96,000 00	1,261,463 50	1,261,463 50
50-1 "	24			64,000 00		
51 "	3			40,000 00		
52 "	3			5,250 00		
53 "	2			44,800 00		
54-5 "	8			96,000 00		
57-8 "	4	132	Quebec, Montmorency and Charlevoix Railway Co., Quebec.....	—	96,000 00	96,000 00
52 Vic., chap.	3	132½	Quebec, Montreal and Southern Railway Co.—See South Shore Ry., Quebec.	—		
56 "	3			—		
7-8 Ed. VII, c. 51	51	133	Quebec and Saguenay Railway Co., Quebec.....	—	248,801 28	248,801 28
—	—	134	Schomberg and Aurora Railway Co., Ontario.....	—	46,144 00	46,144 00
52 Vic., chap.	3	135	Shuswap and Okanagan Railway, British Columbia..	163,200 00		163,200 00
2 Geo. V, chap.	48	136	Southampton Railway Co., New Brunswick.....	—	81,280 00	81,280 00
50-1 Vic., chap.	24	137	South Norfolk Railway, Ontario.....	54,400 00		54,400 00
7-8 Ed. VII, c. 63	63	138	South Shore Railway (Quebec, Montreal and Southern), Quebec.....	—		
50-1 Vic., chap.	24	139	St, Catharines and Niagara Central Railway, Ontario.	138,400 00	14,630 94	529,142 00
55-6 "	5			108,000 00		38,400 00
57-8 "	4			108,800 00		
52 "	3	140	St. Clair Frontier Tunnel Co., Ontario.....	375,000 00		375,000 00
2 Geo. V, chap.	48	141	St. John and Quebec Railway Co., New Brunswick....	—	285,916 81	1,005,902 42
53 Vic., chap.	2			57,600 00		
55-6 "	5	142	St. Lawrence and Adirondack Railway, Quebec.....	25,024 00		149,481 60
60-61 "	4			—		
47 "	8	143	St. Louis and Richibucto Railway, New Brunswick....	22,400 00		22,400 00

STATEMENT Showing Subsidies paid to March 31, 1920.—*Concluded.*

Subsidies Voted		No.	Railways	July 1, 1883 to March 31, 1917		1917-18		1918-19		1919-20		Total to March 31, 1920.	
Authority	Amount			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
7-8 Ed. VII, c. 63	—	144	St. Mary River Railway Co., Northwest Territories.	148,094	00							148,094	00
7-8 "	—	145	St. Mary's and Western Ontario Railway Co., Ontario.	67,709	00							67,709	00
56 Vic., chap. 2	—	146	St. Maurice Valley Railway Co., Three Rivers to Grand Mère, Quebec.	173,120	00							173,120	00
3-4 Geo. V, chap. 53	—	146½	St. Stephen and Milltown Railway, New Brunswick.	14,848	00							14,848	00
45 Vic., chap. 14	240,000 00	147	Temiskaming and Northern Ontario Railway Co., Ontario.	2,134,080	00							2,134,080	00
48-9 "	258,000 00	148	Temiscouata Railway, New Brunswick and Quebec.	645,950	00							645,950	00
51 "	100,000 00	149	Thessalon and Northern Railway Co., Ontario.	6,112	00							6,112	00
53 "	51,200 00	150	Thousand Islands Railway, Ontario.	29,840	00							29,840	00
7-8 Ed. VII, c. 63	—	151	Tilsonburg, Lake Erie and Pacific Railway, Ontario.	150,071	48							150,071	48
52 Vic., chap. 3	54,400 00	152	Tobique Valley Railway, New Brunswick.	134,016	00							134,016	00
63-4 "	—	153	Toronto, Grey and Bruce Railway, Ontario.	14,656	00							14,656	00
55 6 "	—	154	United Counties Railway Co., Quebec (Quebec, Mont- real and Southern).	188,816	00							188,816	00
57 8 "	—	155	Vancouver and Lulu Island Railway Co., British Columbia.	61,760	00							61,760	00
60 61 "	—	156	Waterloo Junction Railway, Ontario.	32,800	00							32,800	00
62 63 "	89,600 00	157	West Ontario Pacific Railway and Ontario and Quebec Railway.	256,000	00							256,000	00
54-5 "	35,200 00	158	York and Carleton Railway, New Brunswick.	32,896	00							32,896	00
53 "	9,600 00	Total		720,404	75	218,805		32334,845	55	176,391,471	09		
55-6 "	16,000 00												
59 "	102,400 00												
56 "	102,400 00												
57-8 "	—												
7-8 Ed. VII, c. 34	35,200 00												
53 Vic., chap. 2	256,000 00												
49 "	—												
53 "	—												
62-3 "	—												

†This amount does not include the subsidy of \$25,000,000 to the Canadian Pacific Railway, nor the amount of \$660,683.08 expended on the Annapolis and Digby Railway, both of which are included in Capital Account, nor the annual payment of \$219,700 to the Provincial Government of Quebec, being interest at the rate of 5 per cent on the sum of \$2,394,000 up to 1905, granted by Viv. 47, cap. 8 (1884) and the annual payment of \$107,730, being interest at the rate of 4½ per cent since and including 1905 on the said sum of \$2,394,000 for the line between Ottawa and Quebec which sum was transferred to the Public Debt as a liability and is dealt with by the Finance Department. See Public Accounts, 1998-1920 and page 79, 1898.

SESSIONAL PAPER No. 20

GRAND TRUNK PACIFIC RECEIVERSHIP

On March 4, 1919, Mr. Frank Scott, Vice-President and Treasurer of the Grand Trunk Pacific Railway Company, wrote the Minister of Railways stating that it would not be possible for the Grand Trunk Pacific Railway System to continue its operations after March 10, 1919. An Order in Council, dated March 7, 1919, was therefore passed appointing the Minister of Railways and Canals as receiver for the property, including the railway, telegraphs, steamships, hotels, elevators and all undertakings comprising the Grand Trunk Pacific System.

Clause 9 of the Order in Council limits the responsibility of the Government of Canada and of the receiver as follows:—

“9. Nothing in this order contained, and nothing done or to be done under the authority hereof, shall render the Government of Canada or the Government receiver, or any one acting under the authority of the Government receiver, or of the Exchequer Court, liable to the Grand Trunk Railway Company of Canada, or to any company included in the Grand Trunk Pacific Railway System, or to any creditor, or holder of any bonds, debentures, debenture stock or other securities of the said companies or any of them, for any claim by reason of the making of this order, or of anything done or to be done under the authority hereof, or under the authority of the Government receiver or of the Exchequer Court, nor shall afford any defence to, nor shall prejudice any claim, action, or proceeding of the Government of Canada which the Government might lawfully make or take had this order not been made.”

The receiver as such and under above-mentioned authority took possession of the Grand Trunk Pacific Railway System on Monday, March 10, 1919, at one o'clock.

The action of the Government was later confirmed by an Act of Parliament, assented to June 6, 1919.

At the date of March 9, 1919, the Grand Trunk Pacific Railway System was reported to have been operating a mileage of 1,988.51 miles, of which 1,872.21 are owned, 3.80 miles leased and 112.50 miles operated under trackage rights.

The Grand Trunk Pacific, in common with the National roads, suffered a decrease in freight tonnage and an abnormal increase in labour and material costs, the result of which was an operating loss of \$5,555,518 for the year ending December 31, 1919, as well as fixed charges not met, amounting to \$8,524,424, or a net loss for the year of \$14,079,942, an increase of \$3,531,500 over the deficit of the preceding year.

The following figures speak eloquently of operating conditions which helped to bring about this result:—

	1917	1918	1919
Freight tonnage..	3,321,921	3,144,222	3,007,083
Pay-rolls..	5,244,640	7,959,417	9,510,999
Supplies, maintenance and equipment..	2,330,793	4,794,488	5,251,895
Transcontinental shops—			
Labour..	487,877	797,938	869,944
Material..	37,276	45,487	60,631

GRAND TRUNK PACIFIC RAILWAY SYSTEM

COMPARATIVE STATEMENT of operating revenues and expenses, and explanation of increases and decreases, years 1918 and 1919.

REVENUES	
1919..	\$11,294,617 87
1918..	9,939,309 11
Increase..	\$1,355,308 76

11 GEORGE V, A. 1921

OPERATING EXPENSES

1919..	\$17,587,567 37
1918..	13,608,726 44
Increase in operating expenses, year 1919 over 1918.. . .	\$ 3,978,840 93
Net increase in operating deficit, year 1919 over 1918.. . .	\$ 2,623,532 17

EXPLANATION OF INCREASE IN OPERATING EXPENSES

<i>Increase in pay-rolls—</i>	
Maintenance of way and structures..	\$ 699,767 25
Maintenance of equipment ..	213,828 22
Traffic..	44,110 65
Transportation..	624,048 14
General..	64,380 65
	\$ 1,646,134 91
<i>Increase in materials due to increased cost and quantity used—</i>	
Maintenance of way and structures..	\$ 632,963 57
Maintenance of equipment ..	1,243,379 24
Traffic..	33,465 27
Transportation..	316,291 25
General..	106,606 69
	2,332,706 02
	\$ 3,978,840 93
Includes payments to Canadian Car and Foundry Company on contract for repairs to freight cars..	
	\$ 793,498 80
Delayed Canadian Government Railway bills for repairs at Transcona shops, applicable to year 1918..	
	193,653 47
	987,152 27

(Signed) J. M. ROSEVEAR,
General Auditor.

INCOME ACCOUNT

Increase in net operating deficit, year 1919 over 1918, as per Statement No. 1..	\$ 2,623,532 17
<i>Taxes—</i>	
1919..	\$ 95,052 02
1918..	78,955 34
Increase..	16,096 68
<i>Hire of equipment (credit)—</i>	
1919..	\$ 1,311,421 51
1918..	1,465,395 39
Decrease..	153,973 88
<i>Rentals—</i>	
1919..	\$ 115,516 56
1918..	115,865 19
Decrease..	348 63
<i>Other income—</i>	
1919..	\$ 143,972 67
*1918..	38,326 45
Increase..	182,299 12
<i>Fixed charges—</i>	
*1919..	\$ 8,524,424 00
1918..	8,140,950 00
Increase..	383,474 00

SESSIONAL PAPER No. 20

Increase in deficit, G.T.P. Ry. System, 1919 over 1918..	\$ 3,359,027 22
Increase in deficit G.T.P. C. SS. Co., 1919 over 1918	\$219,449 00
Increase in deficit G.T. Tel. Co..	46,976 00
	<hr/>
	172,473 00
	<hr/>
	\$ 3,531,500 22

†*Explanation of Increase in Other Income—*

Interest on Receiver's Certificates..	\$211,741 40	
Interest on deferred payments, overdue accounts, eto..	14,083 68	
Profit on exchange on remittances to London	43,525 96	
	<hr/>	\$ 182,299 12

**Explanation of Increase in Fixed Charges—*

Increased interest on Govern- ment loan..	\$5,058,053 00	\$ 23,627 00	
Increased interest on Govern- ment loan..	7,471,399 00	359,847 00	
	<hr/>		\$ 383,474 00

(Sgd.) J. M. ROSEVEAR,
General Auditor.

GRAND TRUNK PACIFIC RAILWAY SYSTEM

OPERATING deficit and fixed charges, year to December 31, 1919, and corresponding period, 1918.

1919	G.T.P. Ry. System	G.T.P.C. SS. Co.	G.T.P. Tel. Co.	Total
January..	621,215	40,910	6,214	668,339
February..	131,826	40,918	3,698	176,442
March..	472,156	38,551	8,363	519,070
April..	458,287	25,198	2,961	486,446
May..	586,434	18,040	805	603,669
June	502,204	6,953	1,611	493,640
July..	622,953	15,039	1,500	609,416
August..	318,963	10,000	1,545	307,418
September	380,427	6,039	570	387,036
October..	397,522	20,000	1,440	418,962
November..	339,153	19,000	1,000	359,153
December	504,927	20,000	1,000	525,927
	<hr/>	<hr/>	<hr/>	<hr/>
	\$5,336,069	\$196,664	\$22,785	\$5,555,518

Year 1919	Railway System	SS. Co. and Tel. Co.	Total
Operating loss	\$ 5,336,069	\$219,449	\$ 5,555,518
Fixed charges	8,524,424	.....	8,524,424
	<hr/>	<hr/>	<hr/>
Net loss, year to December 31, 1919..	\$13,860,493	\$219,449	\$14,079,942
	<hr/>	<hr/>	<hr/>
Year 1918			
Operating loss..	\$ 2,360,516	\$46,976	\$ 2,407,492
Fixed charges..	8,140,950	.....	8,140,950
	<hr/>	<hr/>	<hr/>
Net loss, year to December 31, 1918..	\$10,501,466	\$46,976	\$10,548,442
	<hr/>	<hr/>	<hr/>
Increased deficit year 1919 over 1918	\$3,359,027	\$172,473	\$3,531,500
	<hr/>	<hr/>	<hr/>

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GRAND TRUNK PACIFIC RAILWAY SYSTEM

FIXED CHARGES, Year to December 31, 1919

Lake Superior bonds.. . . .	\$ 301,320
Series "A" bonds.. . . .	408,240
Series "B" bonds.. . . .	398,520
Debenture stock	1,395,170
Five per cent secured notes.. . . .	486,000
Three per cent 1st mortgage bonds.. . . .	2,041,200
Four per cent sterling bonds.. . . .	337,634
Dominion Government loan, \$ 6,000,000.. . . .	300,000
" " " 10,000,000.. . . .	400,000
" " " 15,000,000.. . . .	600,000
" " " 7,081,783.. . . .	424,907
" " " 5,038,053.. . . .	302,283
" " " 7,471,399.. . . .	448,284
Alberta 4 per cent bonds.. . . .	143,584
Saskatchewan 4 per cent bonds.. . . .	452,602
Saskatchewan 4½ per cent bonds.. . . .	84,680
	<hr/>
	\$8,524,424